BookletChart™

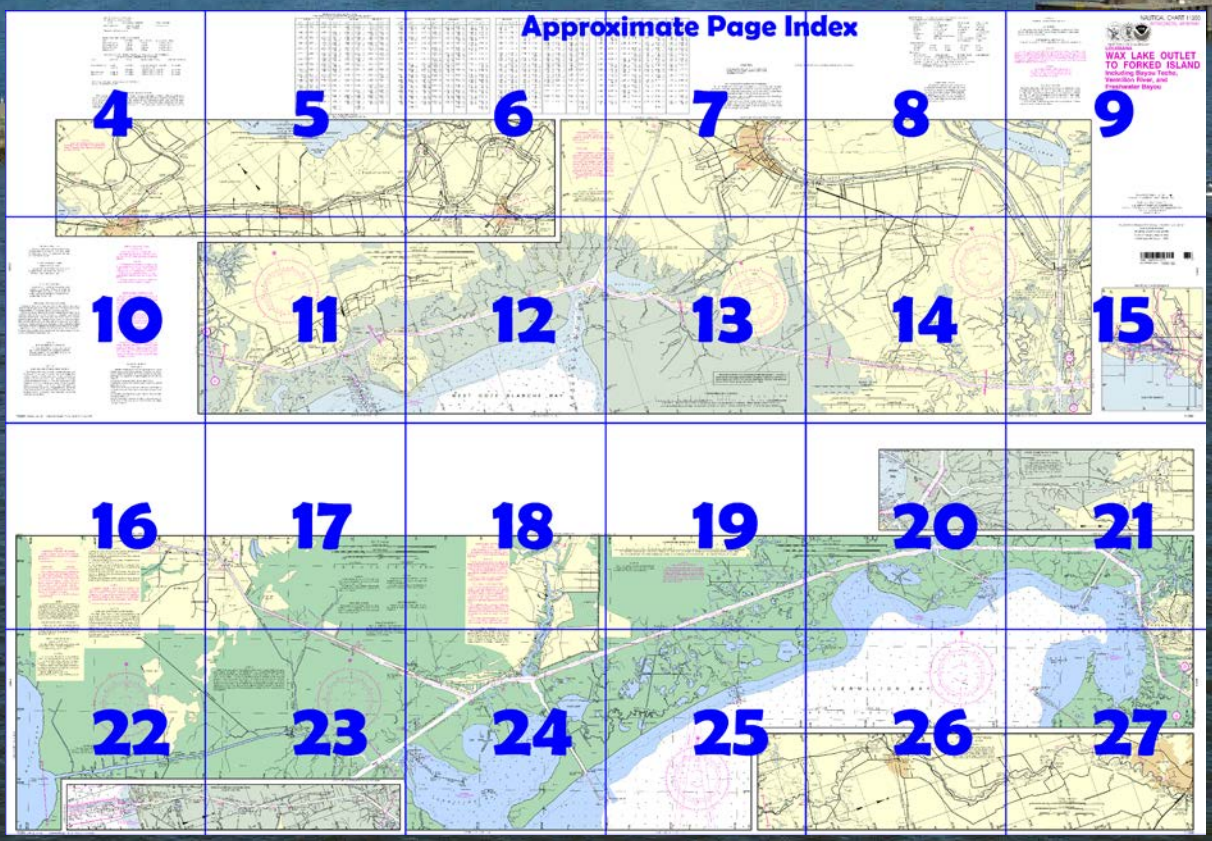
Intracoastal Waterway – Wax Lake Outlet to Forked Island

NOAA Chart 11350

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

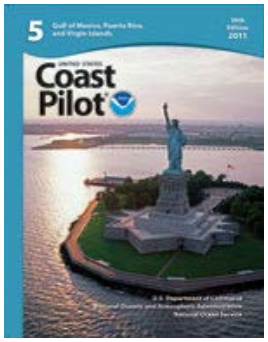
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11350



(Selected Excerpts from Coast Pilot)
Vessels should approach Southwest Pass through the prescribed Safety Fairway. (See **166.100 through 166.200**, chapter 2.) Sunken wrecks have been reported in the safety fairway in about 29°32'N., 92°05'W. and in about 29°28.5'N., 92°06.7'W. Caution is advised in these areas.
Vessels should approach Freshwater Bayou from the Gulf through Freshwater Bayou Safety Fairway. (See **166.100 through 166.200**, chapter 2.)

(226) **Bayou Teche** is a navigable waterway in S Louisiana parallel to and 35 miles W of the Mississippi River, meandering NW for about 93 miles from its junction with Lower Atchafalaya River.

Hanson Canal is 20.2 miles above Berwick Lock; little used for navigation, it leads S from Bayou Teche at Garden City, turns W, and enters and follows Bayou Portage to the Intracoastal Waterway in Bayou Bartholomew.
Franklin, about 22 miles above Berwick Lock, is an agricultural center that has several industries, and is the seat of St. Mary Parish. **Franklin Canal,** SW of Franklin, leads into **Bayou Portage** and connects with the Intracoastal Waterway at Bayou Bartholomew.
Jeanerette is 44 miles above Berwick Lock and is chiefly a market town; its principal products are sugar, oil, pecans, and peppers. There is a large foundry in the town.
Iberia, the seat of Iberia Parish, lies on the banks of Bayou Teche, 54 miles above Berwick Lock.
The Lower Atchafalaya River leads N from Berwick Bay through Stouts Pass to Sixmile Lake. The marked channel N through **Lake** and **Grand Lake** is part of the Atchafalaya River navigation system.
Lake Outlet, a drainage canal for the Atchafalaya Floodway, is not a maintained waterway, however, it has some light barge traffic.
West Cote Blanche Bay, and **Vermilion Bay** together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island.
The Jaws, at the NE corner of West Cote Blanche Bay is a passage connecting the bay with the Intracoastal Waterway and with **Charenton Drainage and Navigation Canal** In April 1997, the controlling depth was 4 feet through the passage; knowledge of local existing conditions is advised.
Cote Blanche Island, 97 feet high, is on the N side of West Cote Blanche Bay. From the bay side, the island appears as a reddish-yellow steep bluff. **Ivanhoe Canal,** W of the island, connects West Cote Blanche Bay with the Intracoastal Waterway. **Cypremort Point,** on the E side of Vermilion Bay and NW side of West Cote Blanche Bay, is the site of a summer resort. Several private canals, on which are homes and private docks, have been dredged into the banks on the N side of the point. Gasoline, diesel fuel, ice, and a launching ramp are available at a fuel facility on the point. The canals and the channel leading to the fuel facility had reported controlling depths of about 3 feet in July 1982. Private mooring slips are available. State Route 319 connects the point with the town, **Cypremort.**
Weeks Island, 171 feet high, is E of **Weeks Bay,** the NE extension of Vermilion Bay. The Intracoastal Waterway passes close along the W side of the island.
Avery Canal Canal, Avery 11350 NW from Vermilion Bay to a junction with Bayou Petite Anse at the Intracoastal Waterway. A dredged approach channel leads from Vermilion Bay to the canal.
A dredged channel in **Bayou Petite Anse** leads from the Intracoastal Waterway N for about 5.3 miles to a fixed highway bridge at the N end of Avery Island.
About 2.8 miles above the Intracoastal Waterway, the Acadiana Navigational Channel in **Bayou Carlin** branches NW from Bayou Petite Anse for about 2.5 miles to a junction with Bayou Tigre and Delcambre Canal.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

ACADIANA NAVIGATION CHANNEL

The channel is privately maintained with a controlling depth of 10 feet reported from the Gulf Intracoastal Waterway Depth to the main entrance of the port. Depths along the edge of the channel may be subject to shoaling.

October 2002

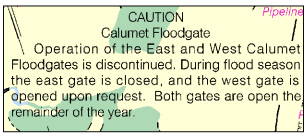
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



CAUTION

Calumet Floodgate

Operation of the East and West Calumet Floodgates is discontinued. During flood season the east gate is closed, and the west gate is opened upon request. Both gates are open the remainder of the year.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signa are required for fixed mineral developme structures shown on this chart, subject to a proval by the District Commander, U.S. Coa Guard (33 CFR 67).

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE B

Numerous piles exist along entrance to Acadiana Navigation Channel.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.433" westward to agree with this chart.

NOTE S

Regulations for Ocean Dumping Sites a contained in 40 CFR, Parts 220-229. Additio information concerning the regulations and quirements for use of the sites may be obtain from the Environmental Protection Agency (EP See U.S. Coast Pilots appendix for addresses EPA offices. Dumping subsequent to the surv dates may have reduced the depths shown.

VERMILION RIVER

The controlling depths were 11 feet from the Intracoastal Waterway to the Perry Bridge; thence 7½ feet to the Broussard Bridge; thence 4½ feet to the Ambassador Caffery Bridge; thence shoal to bare to the Pinhook Bridge. Overhead power cable at Rose Hill authorized clearance 65 feet.

Mar 1997

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarin cables and submarine pipeline and cable are are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines a submarine cables may exist within the area this chart. Not all submarine pipelines and su marine cables are required to be buried, a those that were originally buried may hav become exposed. Mariners should use extren caution when operating vessels in depths water comparable to their draft in areas whe pipelines and cables may exist, and whe anchoring, dragging, or trawling.

Covered wells may be marked by lighted unlighted buoys.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A

Navigation regulations are published in Chapter 2, U Coast Pilot 5. Additions or revisions to Chapter 2 are pu lished in the Notice to Mariners. Information concerning t regulations may be obtained at the Office of the Commanc 8th Coast Guard District in New Orleans, LA, or at the Off of the District Engineer, Corps of Engineers in New Orlea LA.

Refer to charted regulation section numbers.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

TIDAL INFORMATION

Predicted times for high and low tides may be obtained in West Cote Blanche Bay (29° 44' - 91° 43') by adding 2 hours 19 minutes for high water, and 2 hours 16 minutes for low water; and in Weeks Bay (29° 48' - 91° 59') by adding 1 hour 44 minutes for high water, and 2 hours 32 minutes for low water, to the times listed in the Galveston, Texas tide table.

In the Intracoastal Waterway between Wax Lake Outlet and Forked Island the periodic tide is negligible.

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

.21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 439-0000	24 hours daily

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.55	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Morgan City, LA	KIH-23	162.475	24 hours daily
Lafayette, LA	WXK-80	162.55	24 hours daily

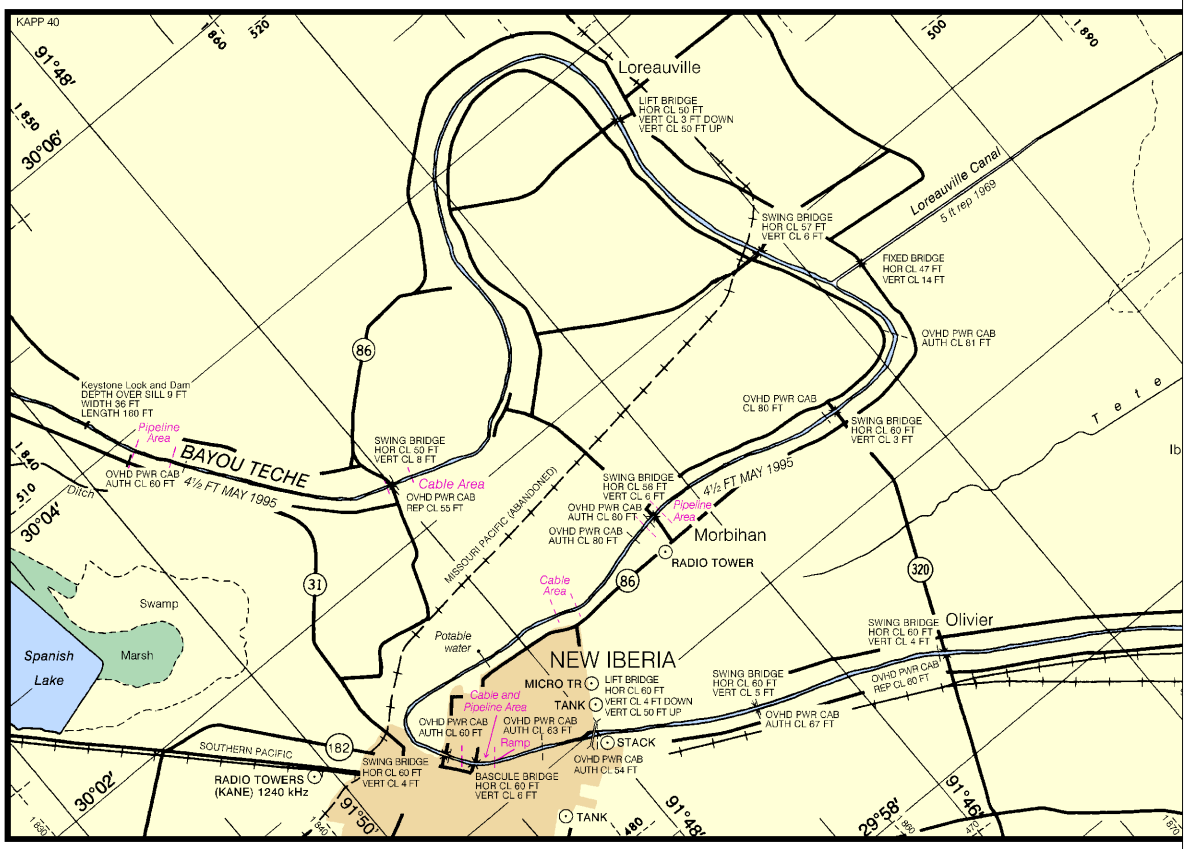
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
New Orleans, LA	NMG (USCG)	2670 kHz	4:35, 6:35,10:35 & 11:50 AM 4:35 & 11:50 PM	On receipt
		157.1 MHz	4:50 & 10:50 AM 4:35 PM	On receipt
Grand Isle, LA	NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	On receipt
Berwick, LA	NMG-37	157.1 MHz	4:00 & 10:00 AM 4:00 PM	On receipt

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

INTRACOASTAL WATERWAY

Project Depths

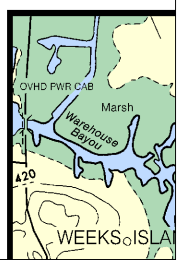
12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——●——

For converting Statute Miles to Intercoastal Miles are given in U.S. Coast

Joins page 10



SIDE A

4

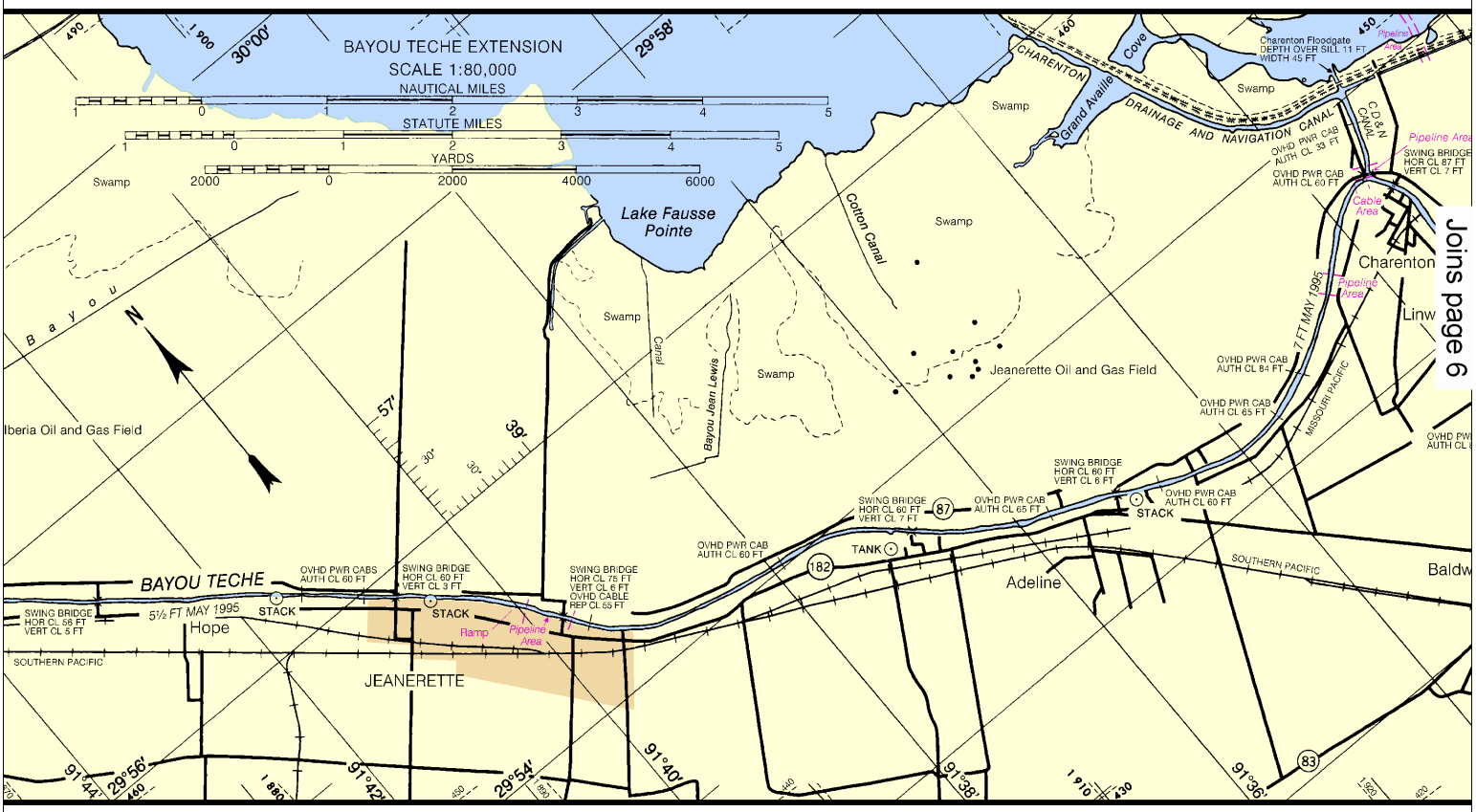
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

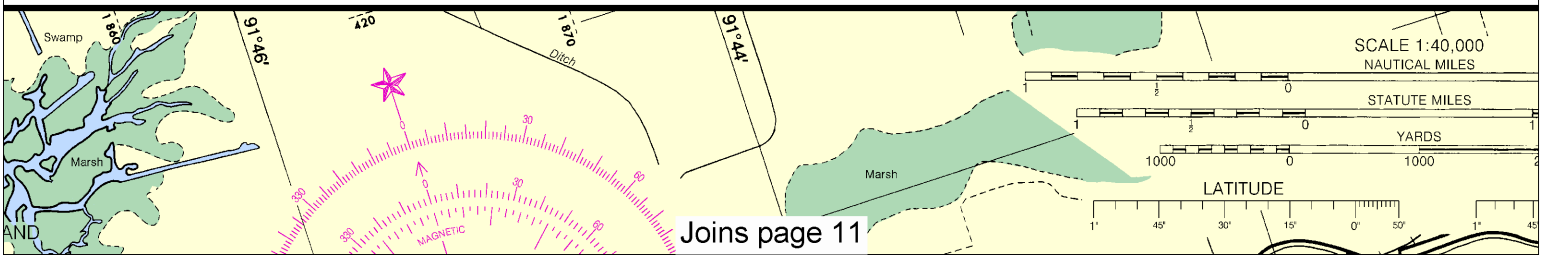
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

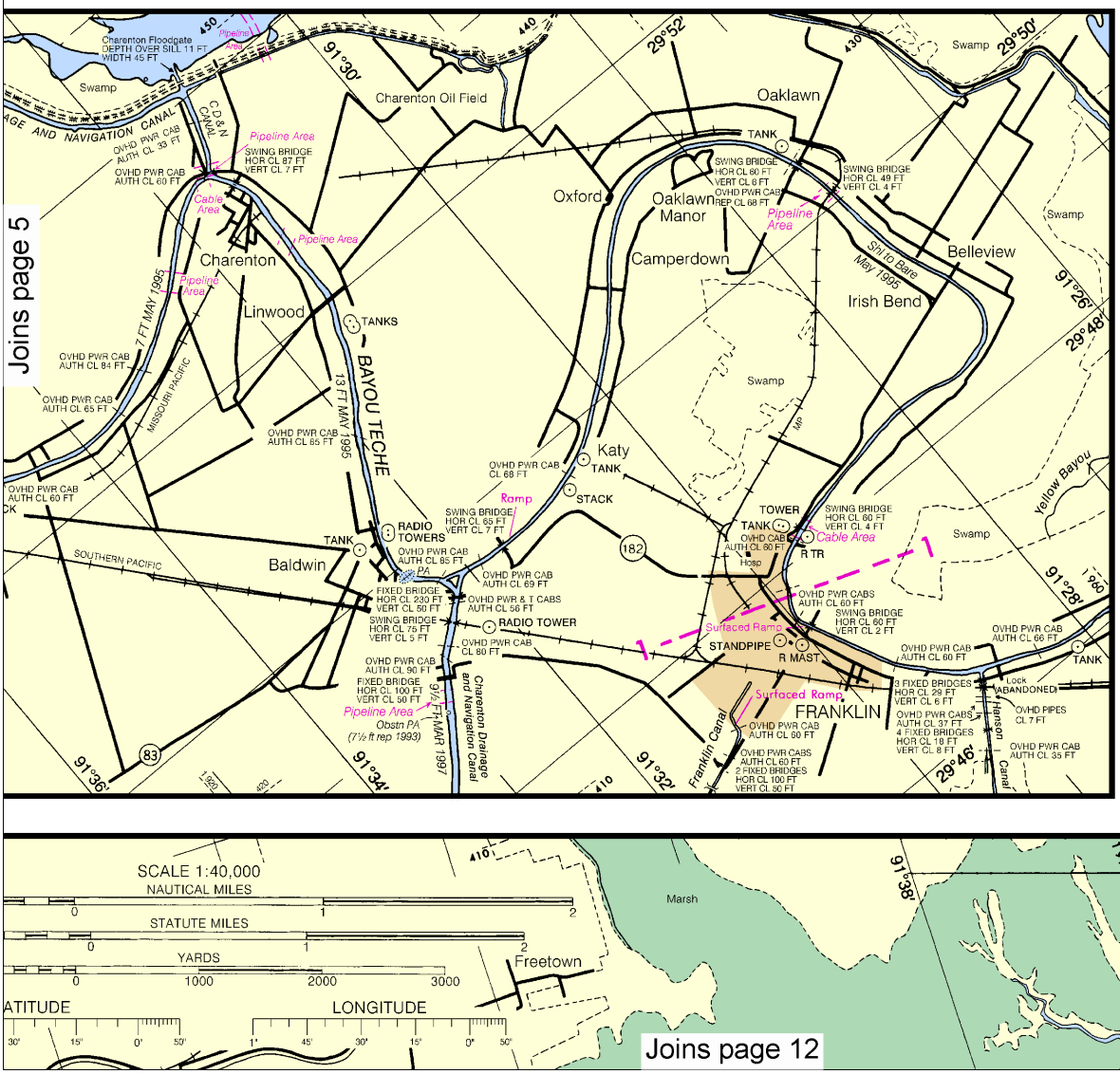


Joins page 6



Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

PUBLIC BOATING INSTRUCTION PROGRAMS

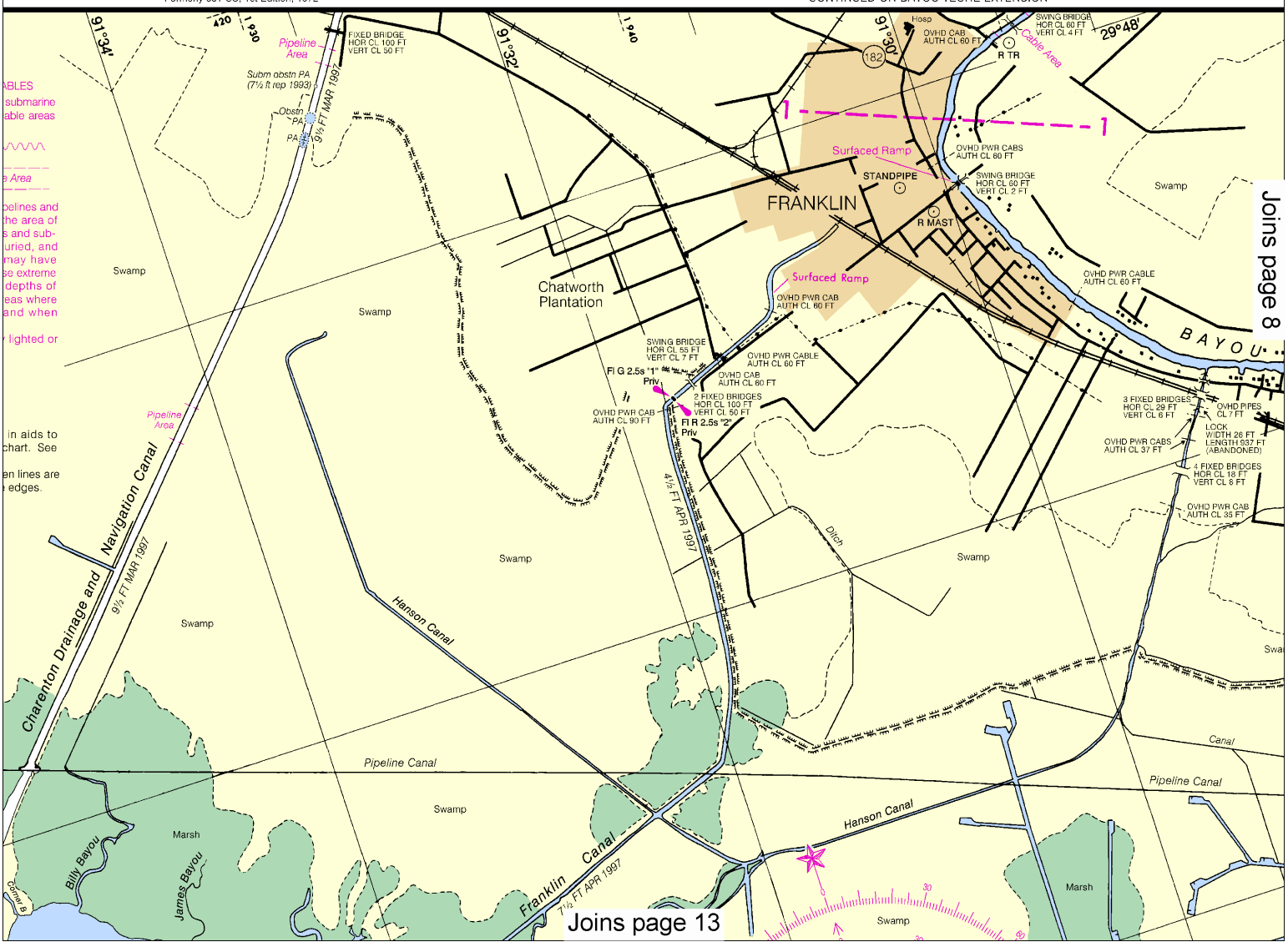
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

Formerly 881-SC, 1st Edition, 1972

CONTINUED ON BAYOU TECHE EXTENSION



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013, NGA Weekly Notice to Mariners: 0713 2/16/2013, Canadian Coast Guard Notice to Mariners: n/a.

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

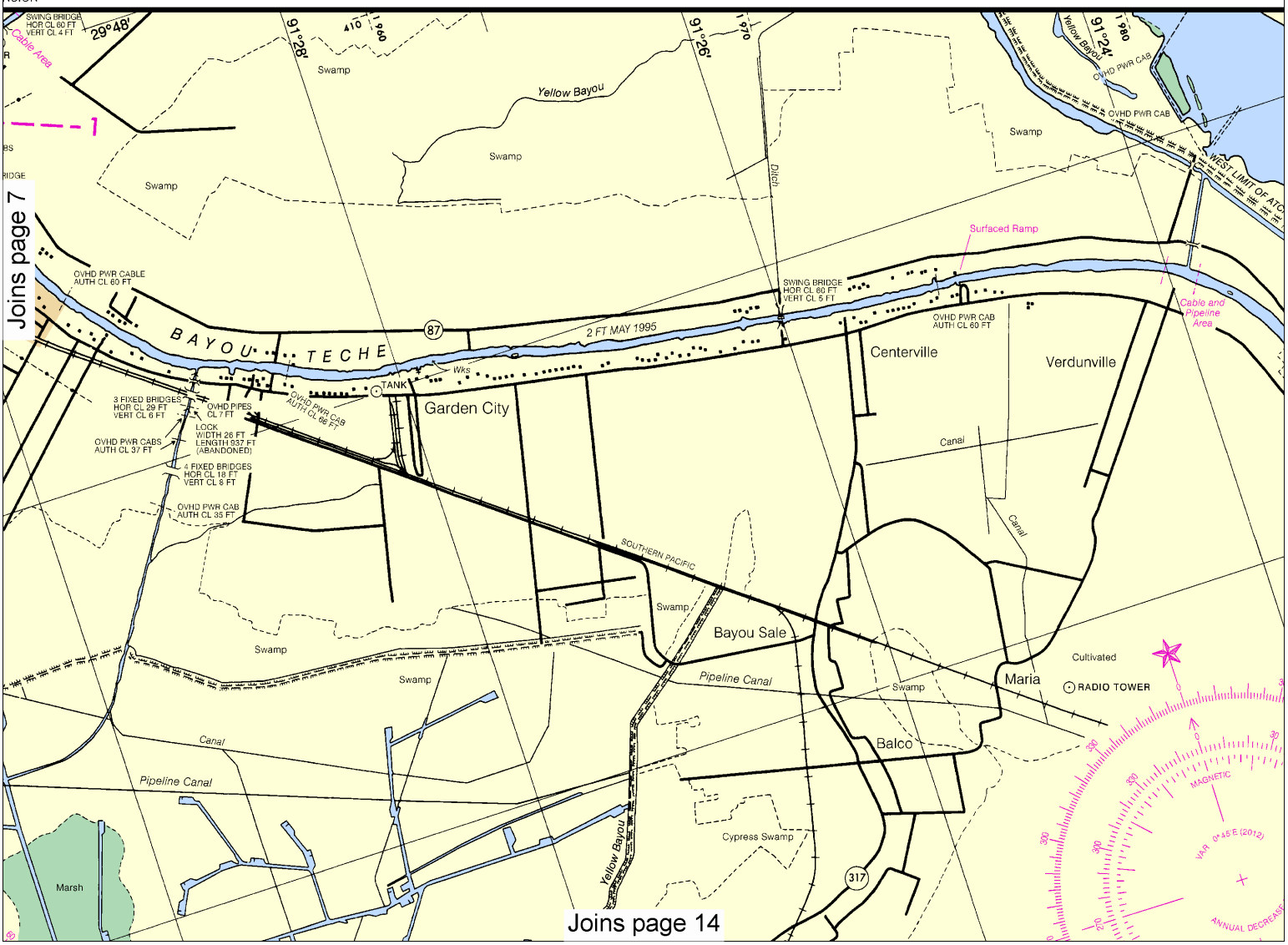
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.433" westward to agree with this chart.

uxiliary
ting in-
rmation

Ridge

Boggs
70130,
X), 2100

NSION



Joins page 7

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

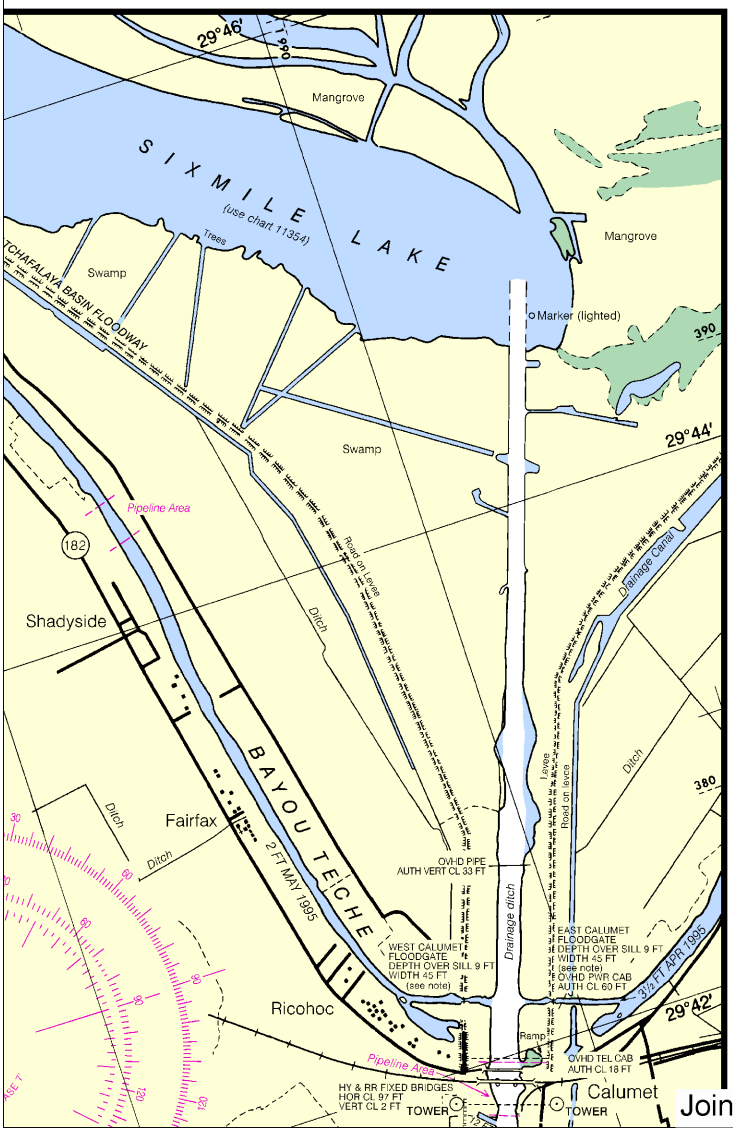
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

Predicted times for high and low tides may be obtained in West Cote Blanche Bay (29° 44' - 91° 43') by adding 2 hours 19 minutes for high water, and 2 hours 16 minutes for low water; and in Weeks Bay (29° 48' - 91° 59') by adding 1 hour 44 minutes for high water, and 2 hours 32 minutes for low water, to the times listed in the Galveston, Texas tide table.

In the Intracoastal Waterway between Wax Lake Outlet and Forked Island the periodic tide is negligible.



Joins page 15

THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11350

INTRACOASTAL WATERWAY

LOUISIANA

WAX LAKE OUTLET TO FORKED ISLAND

Including Bayou Teche, Vermilion River, and Freshwater Bayou

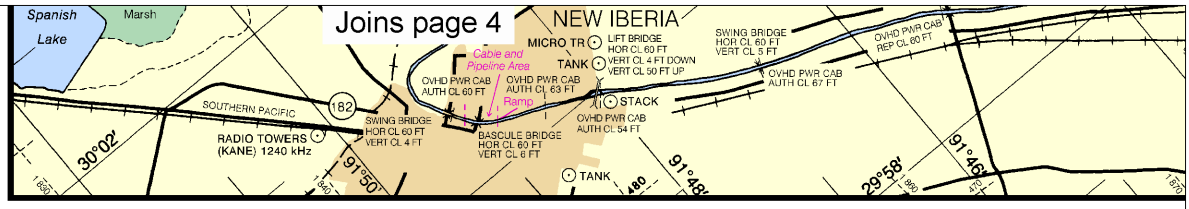
Chart 11350 28th Ed., Jun /12 ■
Corrected through NM Jun 02/12, LNM May 22/12

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

NSN 7642014010223
NGA REFERENCE NO. 11XHA11350
ED. NO. 28

SIDE A



SIDE A

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

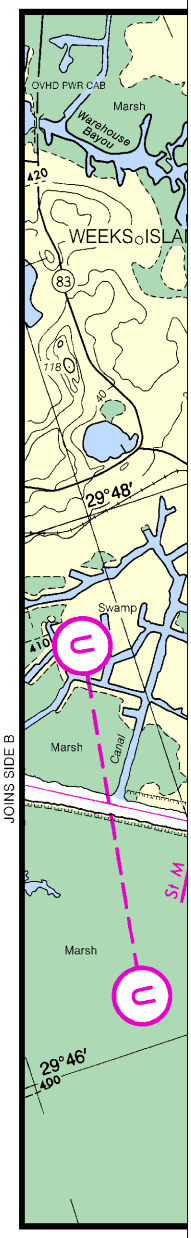
A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."



JOINS SIDE B

Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

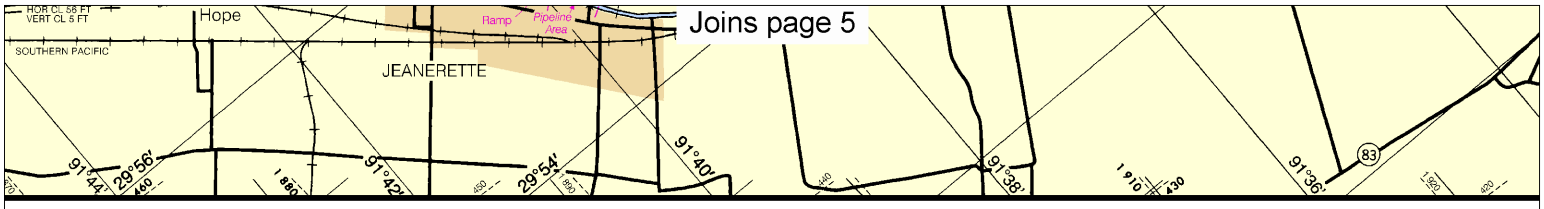
Nautical Miles

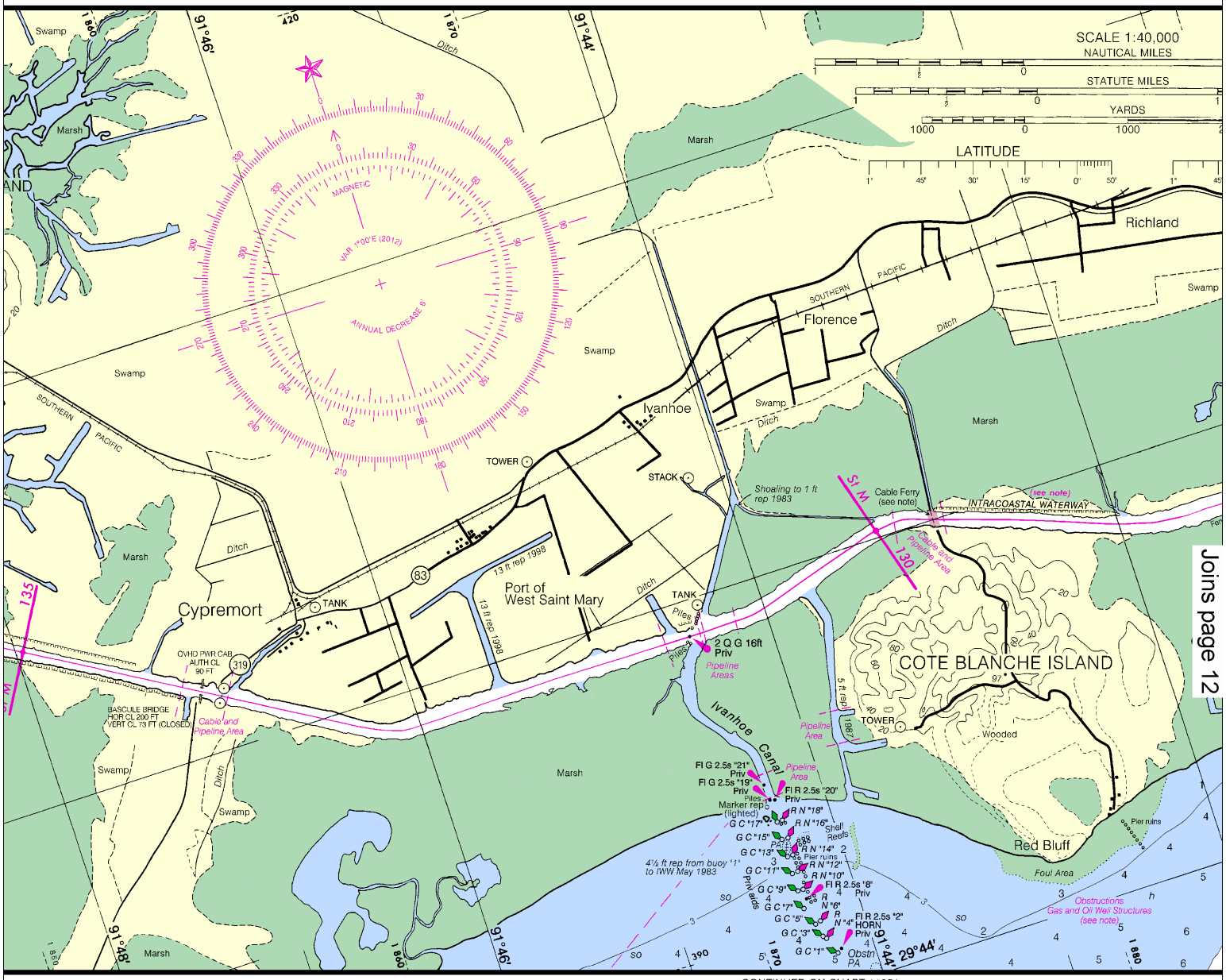
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 5

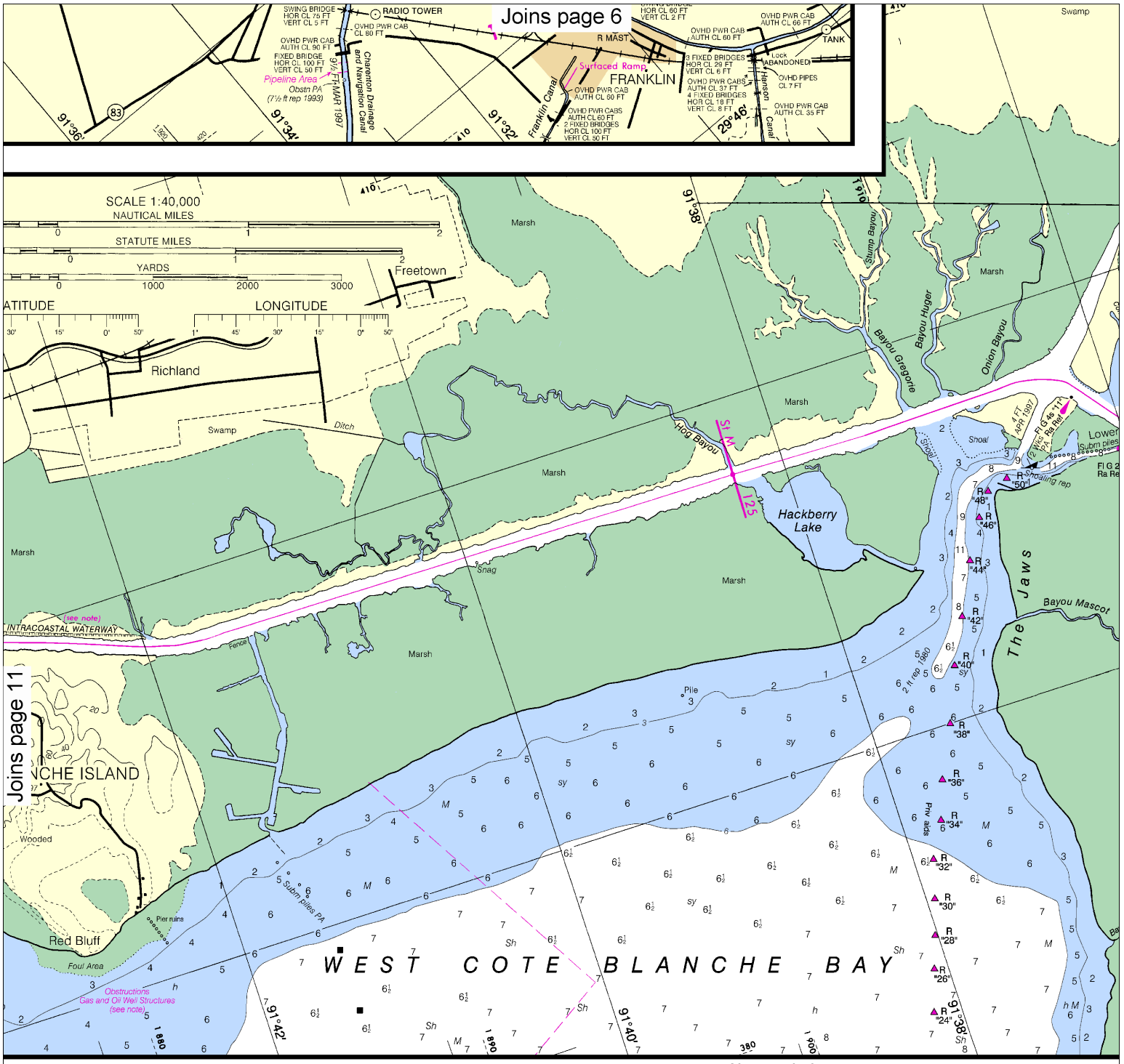




CONTINUED ON CHART 11351

Joins page 12

Joins page 17



Joins page 18

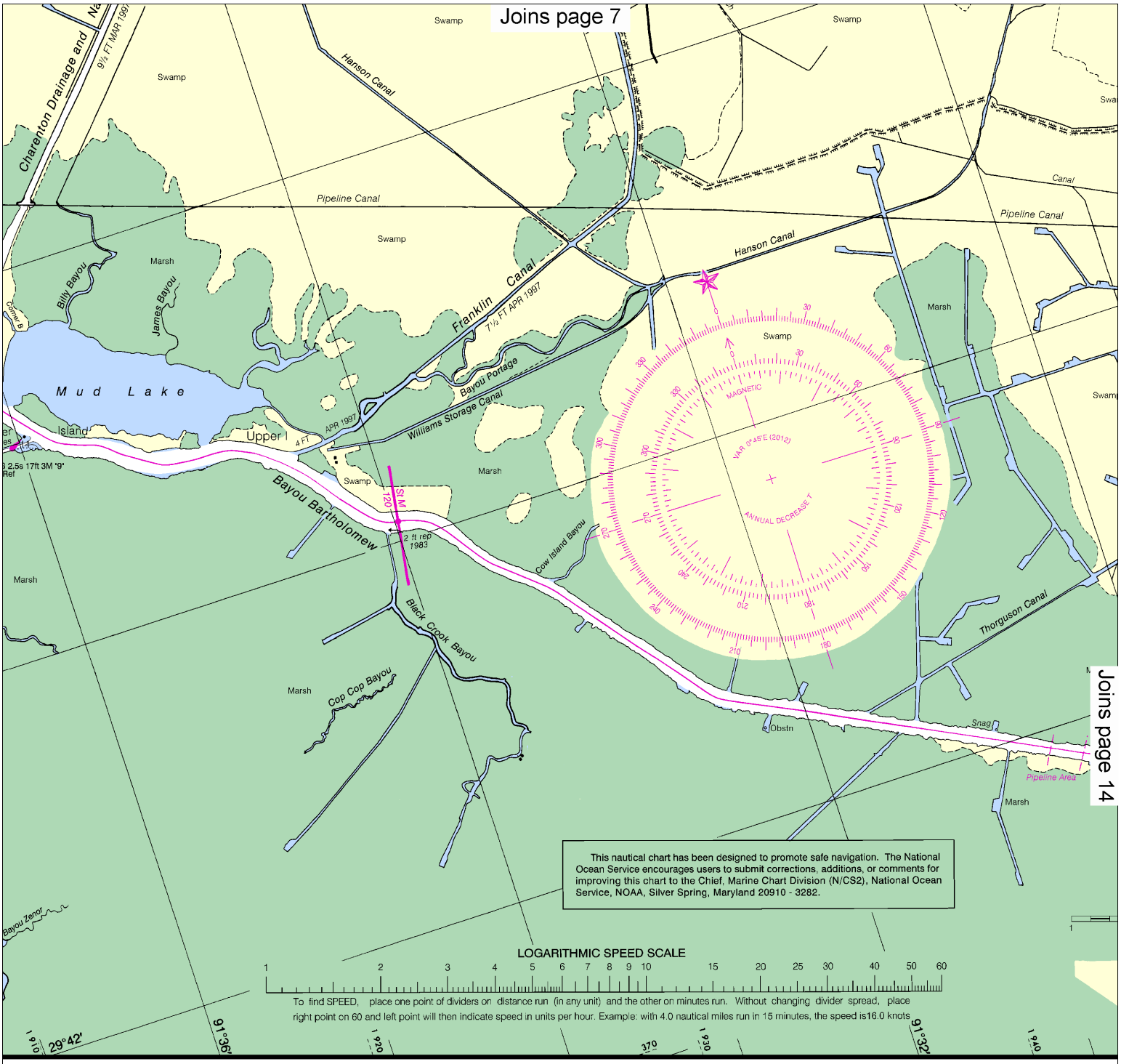
Note: Chart grid lines are aligned with true north.

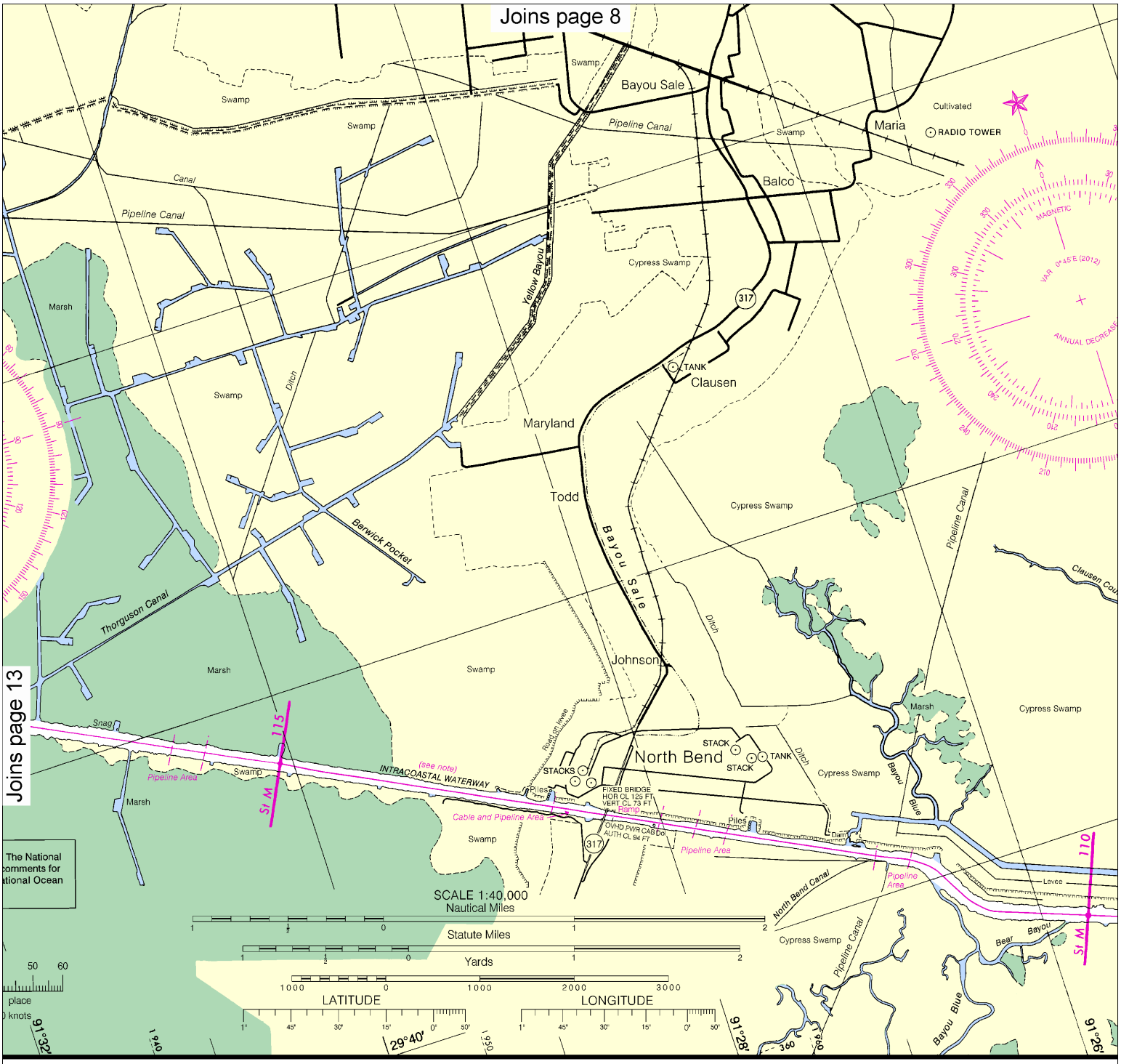
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Swamp
Hanson Canal
Charenton Drainage and
9½ FT MAR 1997
Pipeline Canal
Marsh
Billy Bayou
James Bayou
Franklin Canal
7½ FT APR 1997
Bayou Portage
Williams Storage Canal
Mud Lake
Island
Upper
4 FT APR 1997
2.5s 17ft 3M "9"
Ref
Bayou Bartholomew
SI M
120
2 ft rep 1983
Cow Island Bayou
Black Crook Bayou
Cop Cop Bayou
Thorguson Canal
Obstn
Snag
Pipeline Area
Bayou Zenor
MAGNETIC
VAR 0°45'E (2012)
ANNUAL DECREASE 7'
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.
LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is16.0 knots
29°42'
91°36'
91°32'
1910
1920
1930
1940
Joins page 14
Joins page 19



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9

NATIONAL OCEAN SERVICE
COAST SURVEY

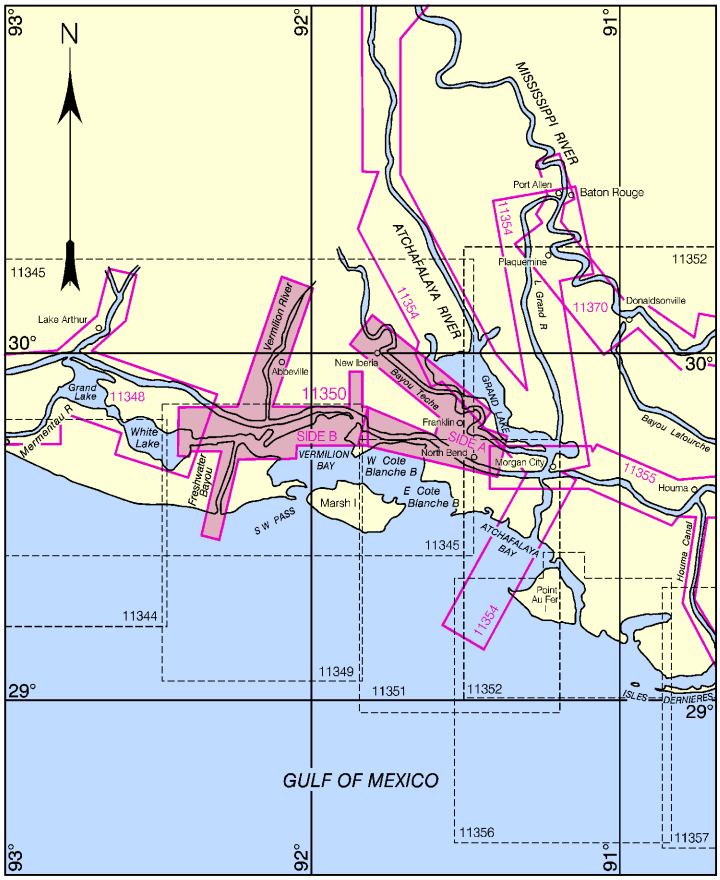
MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°46'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

NSN 7642014010223
NGA REFERENCE NO. 11XHA11350

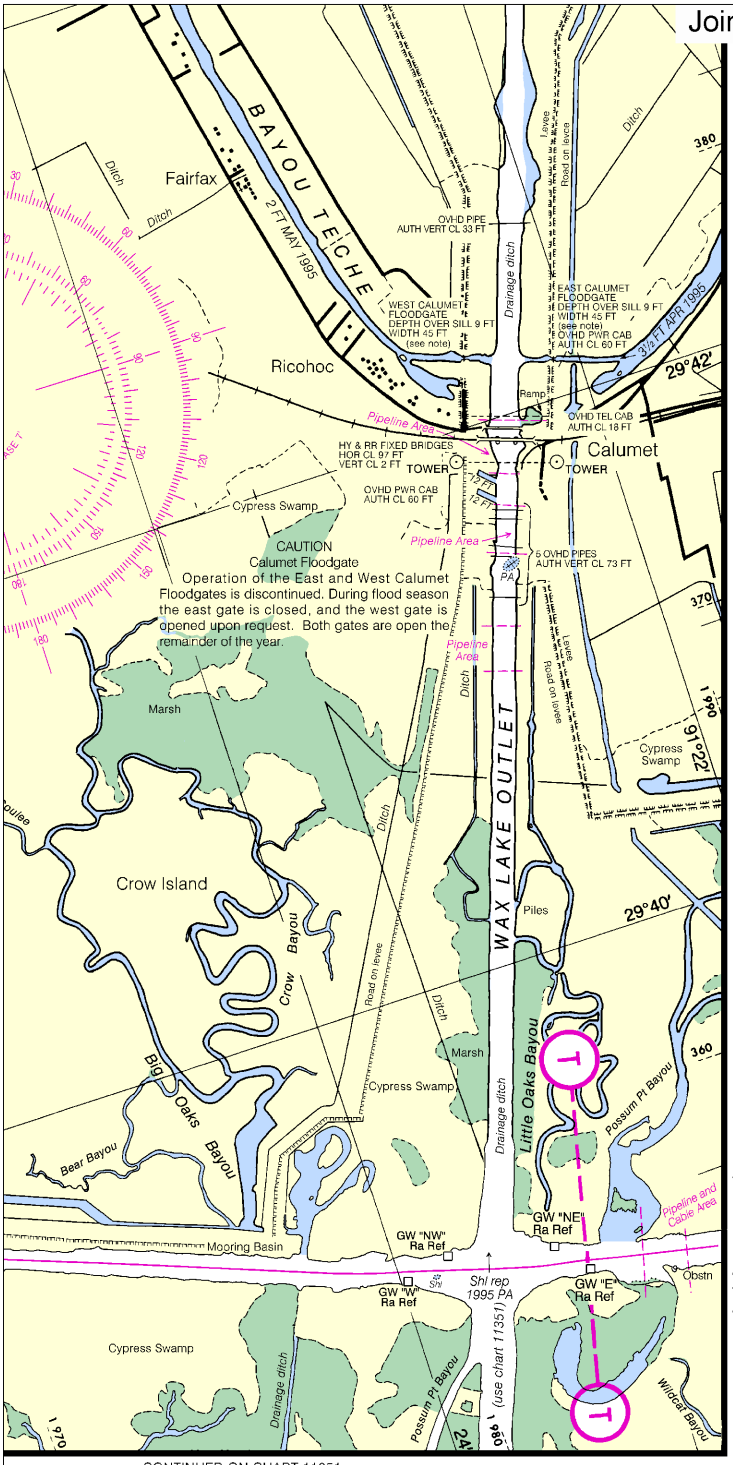
ED. NO. 28

SIDE A

NAUTICAL CHART DIAGRAM



11350



JOINS CHART 11355 (SIDE B)

CONTINUED ON CHART 11351

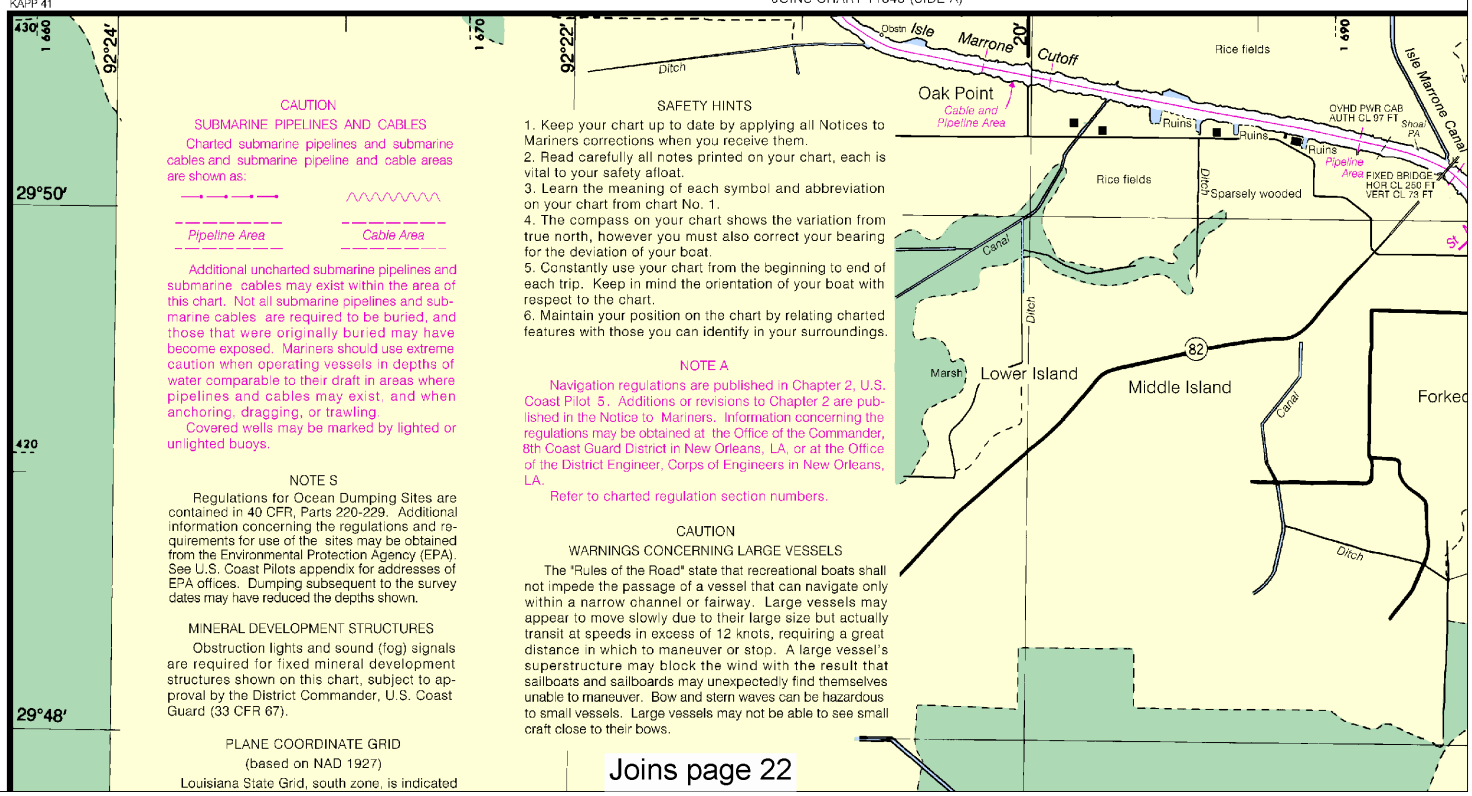
PORT OF IBERIA EXTENSION
SCALE 1:40,000
Joins page 21
KAPP 80

Joins page 10

to become familiar with the complete text
Road in U.S. Coast Guard publication

KAPP 41

JOINS CHART 11348 (SIDE A)



Joins page 22

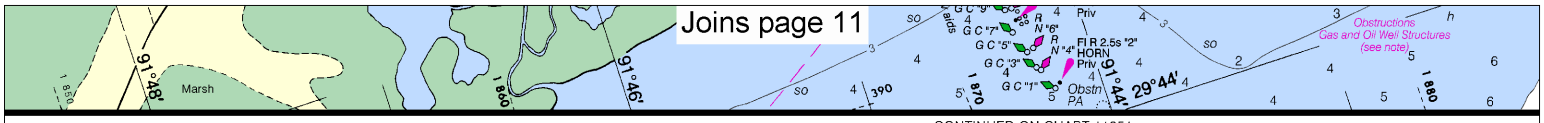
Note: Chart grid lines are aligned with true north.

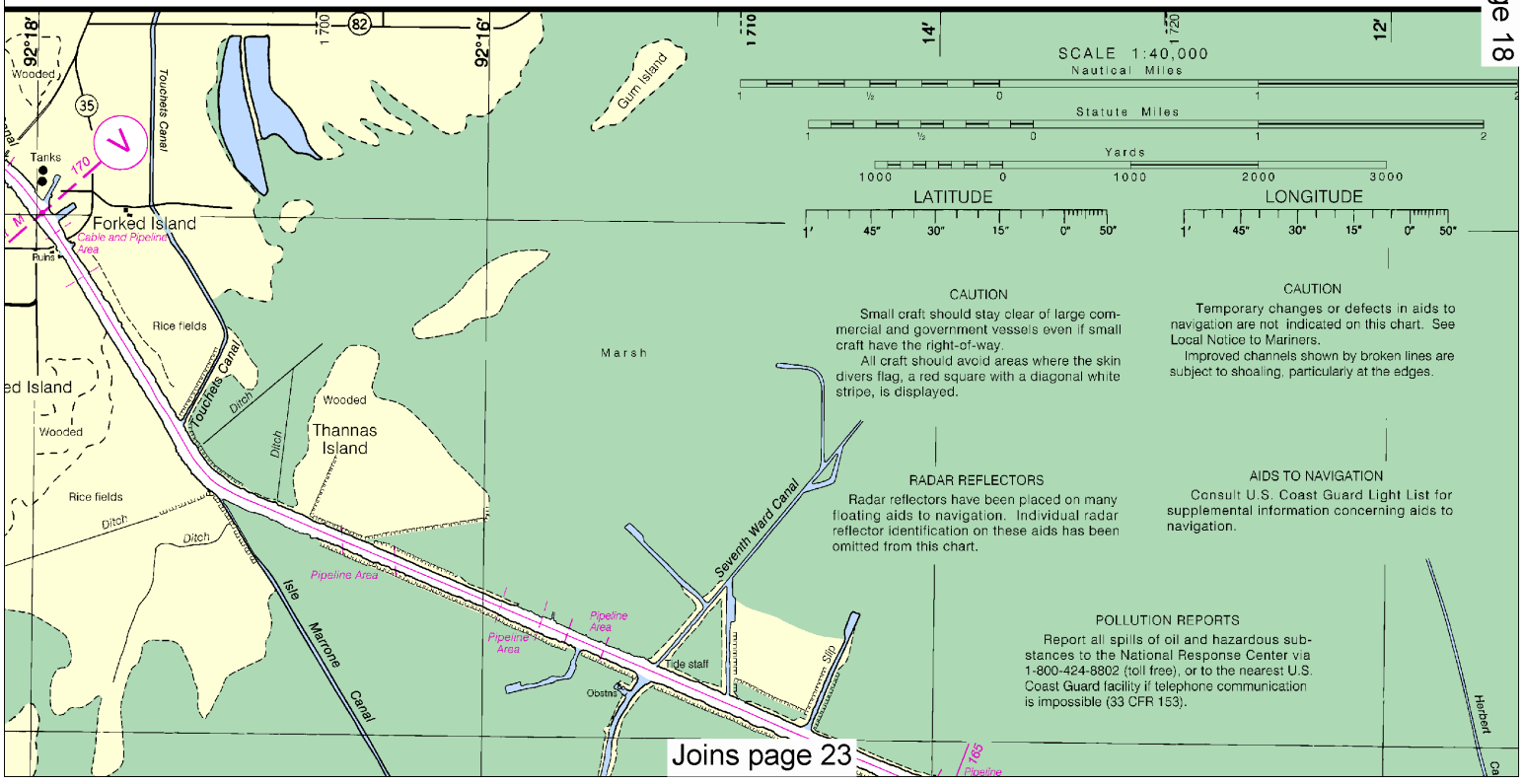
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

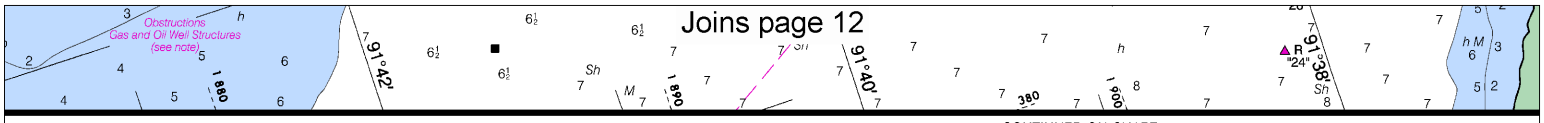
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Marsh
91°48'
91°46'
91°44'
29°44'
Obstructions
Gas and Oil Well Structures
(see note)
Obstn
PA
FIR 2.5s "2"
HORN
Priv
CONTINUED ON CHART 11351


Joins page 18
92°18'
92°16'
Wooded
Tanks
Forked Island
Cable and Pipeline Area
Ruins
Rice fields
Touchets Canal
Ditch
Wooded
Thannas Island
Marsh
Gum Island
Seventh Ward Canal
Isle Maronne Canal
Pipeline Area
Pipeline Area
Pipeline Area
Tide staff
Obstn
Joins page 23
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 12

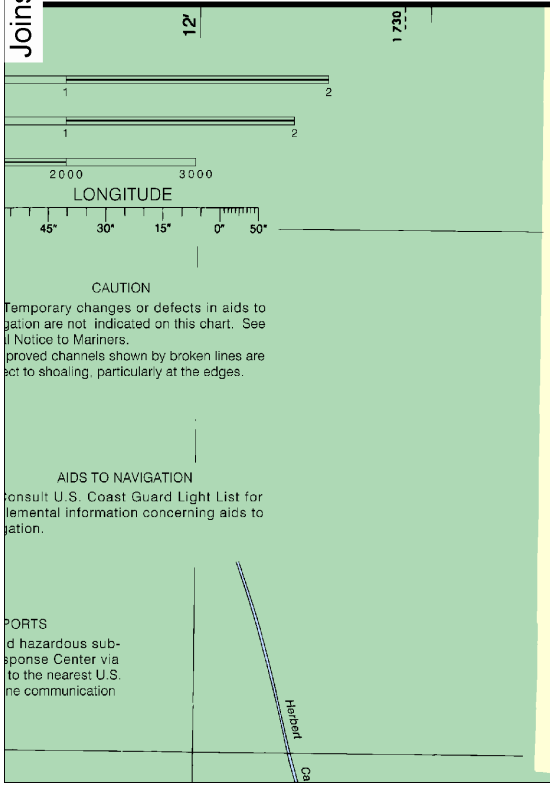


CONTINUED ON CHART 11351

Joins page 17

CONTINUED ON VERMILION RIVER EXTENSION

Formerly 881-SC, 1st



CAUTION

Temporary changes or defects in aids to gation are not indicated on this chart. See l Notice to Mariners.

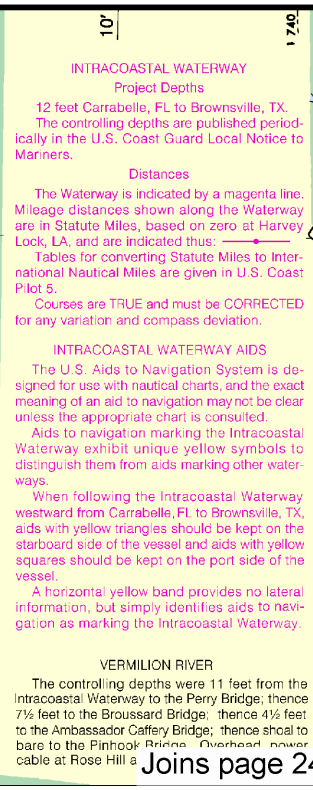
proved channels shown by broken lines are ect to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for lemental information concerning aids to gation.

PORTS

d hazardous sub- sponse Center via to the nearest U.S. ne communication



INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

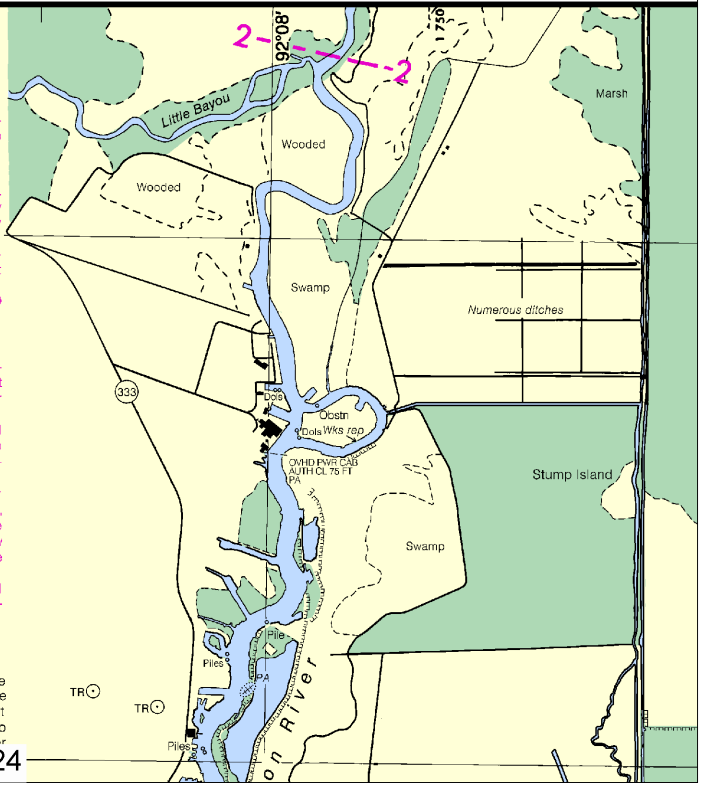
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

VERMILION RIVER

The controlling depths were 11 feet from the Intracoastal Waterway to the Perry Bridge; thence 7½ feet to the Broussard Bridge; thence 4½ feet to the Ambassador Caffery Bridge; thence shoal to bare to the Pinhook Bridge. Overhead power cable at Rose Hill a

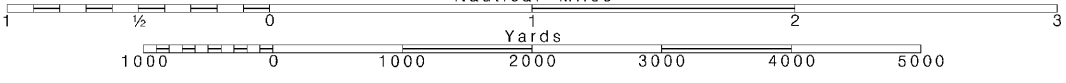
Joins page 24



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.



Joins page 13

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is16.0 knots

29°42'

91°36'

91°32'

Joins page 20

st Edition, 1972

92°08'

92°00'

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

Bayou Jack

Marsh

Bayou Mountine

Deer Bayou

INTRACOASTAL WATERWAY

Bayou Hebert

Piles

Tanks

Pipeline Area

Snags

North Bayou

Canal

Gum Island

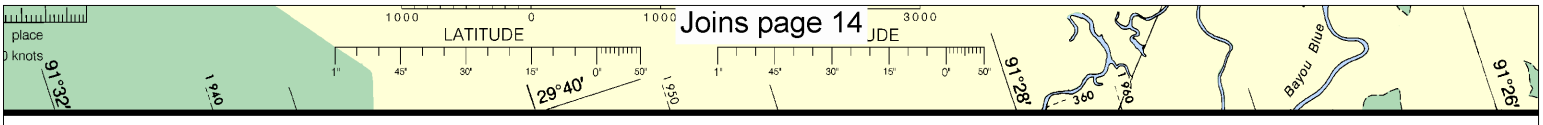
Marsh

Bayou Chin

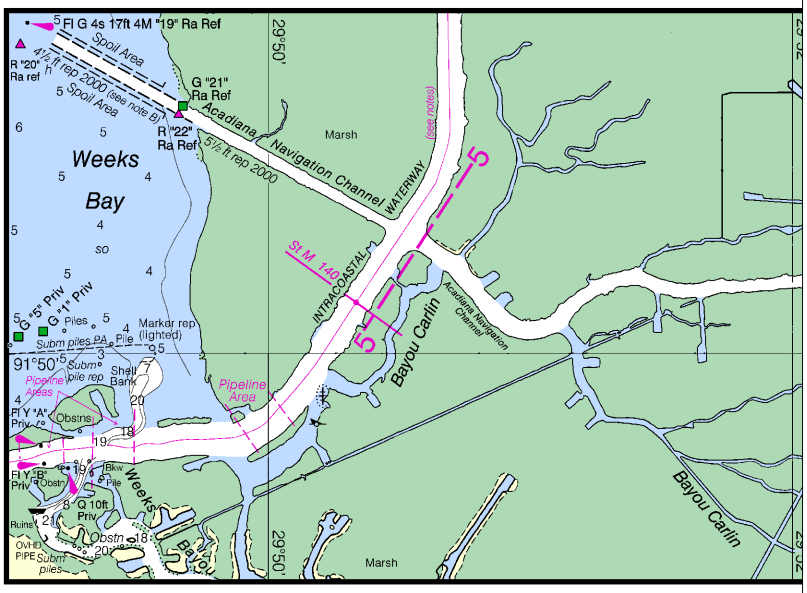
Pirogue Trail

Joins page 25

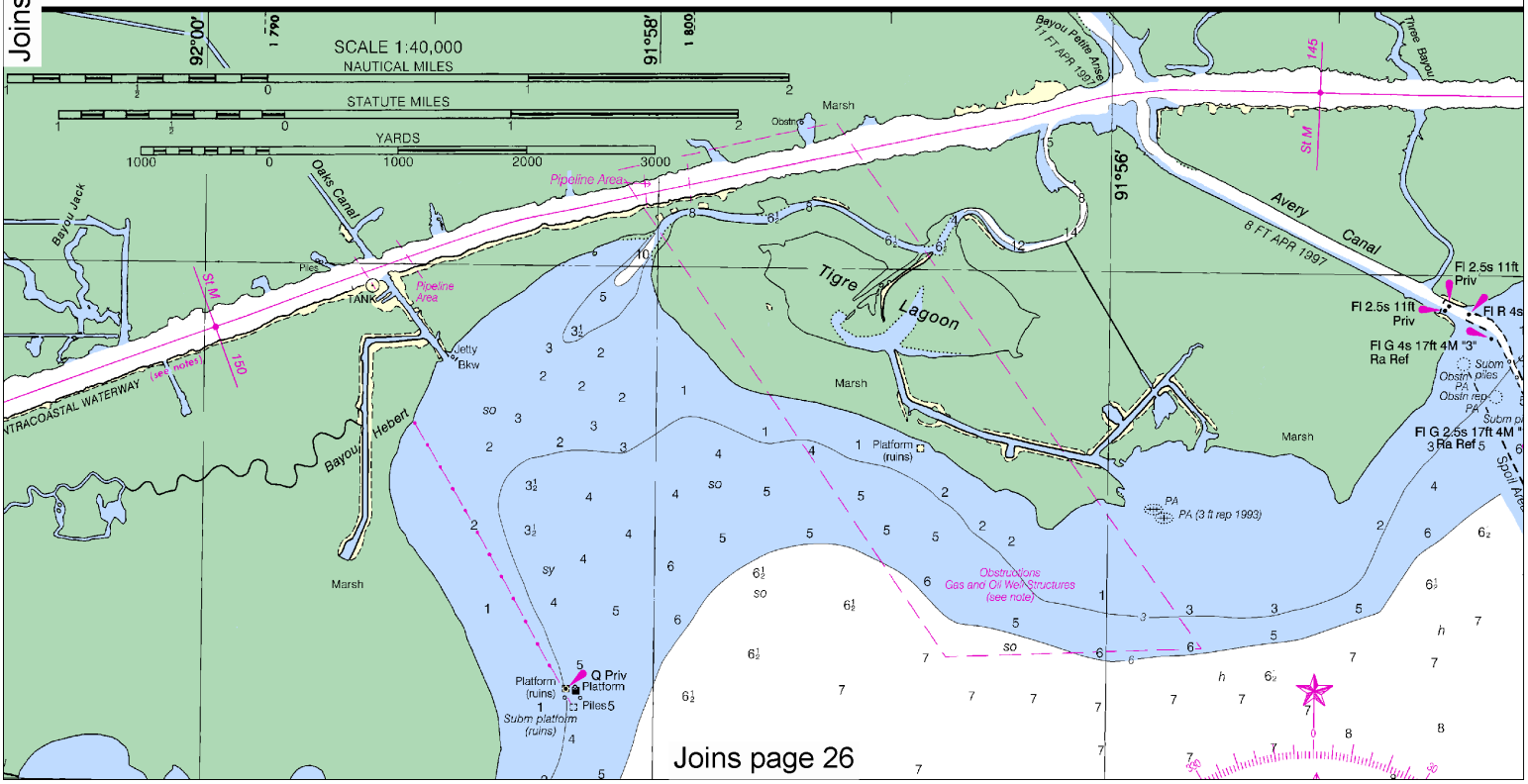
Joins page 14



Joins page 19



CONTINUED ON CHART 11345

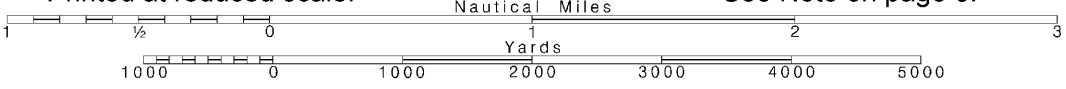


Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

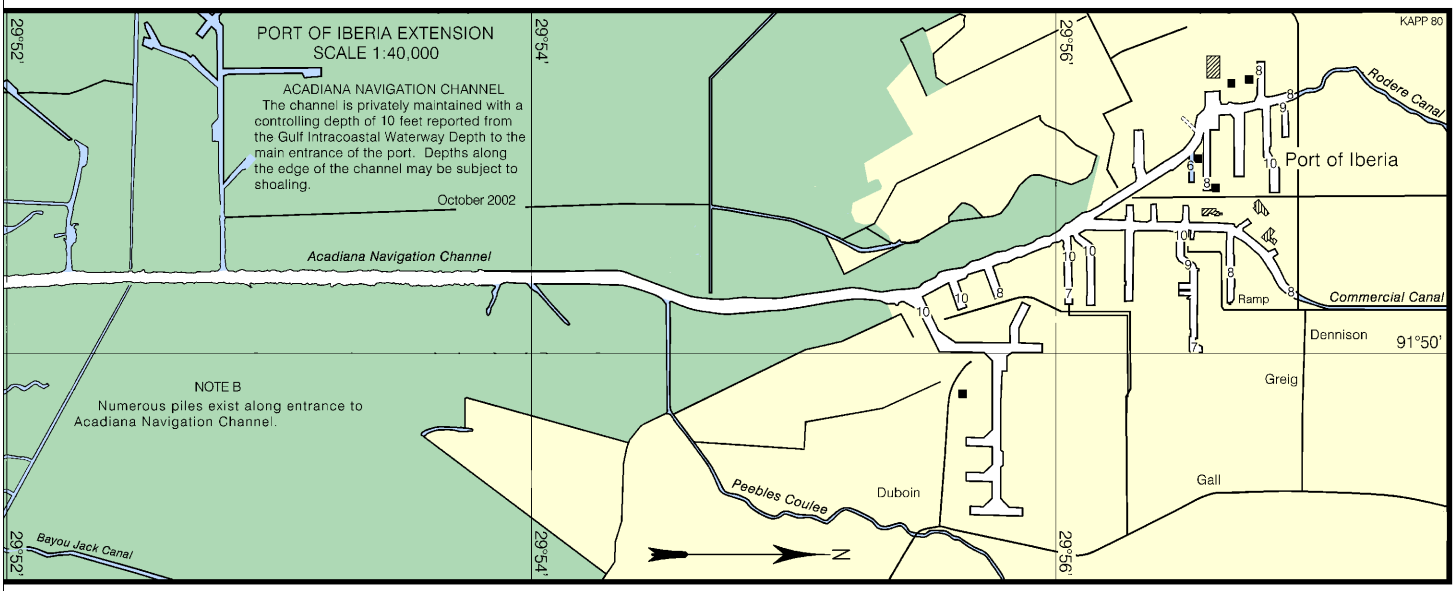
~~SCALE 1:40,000~~



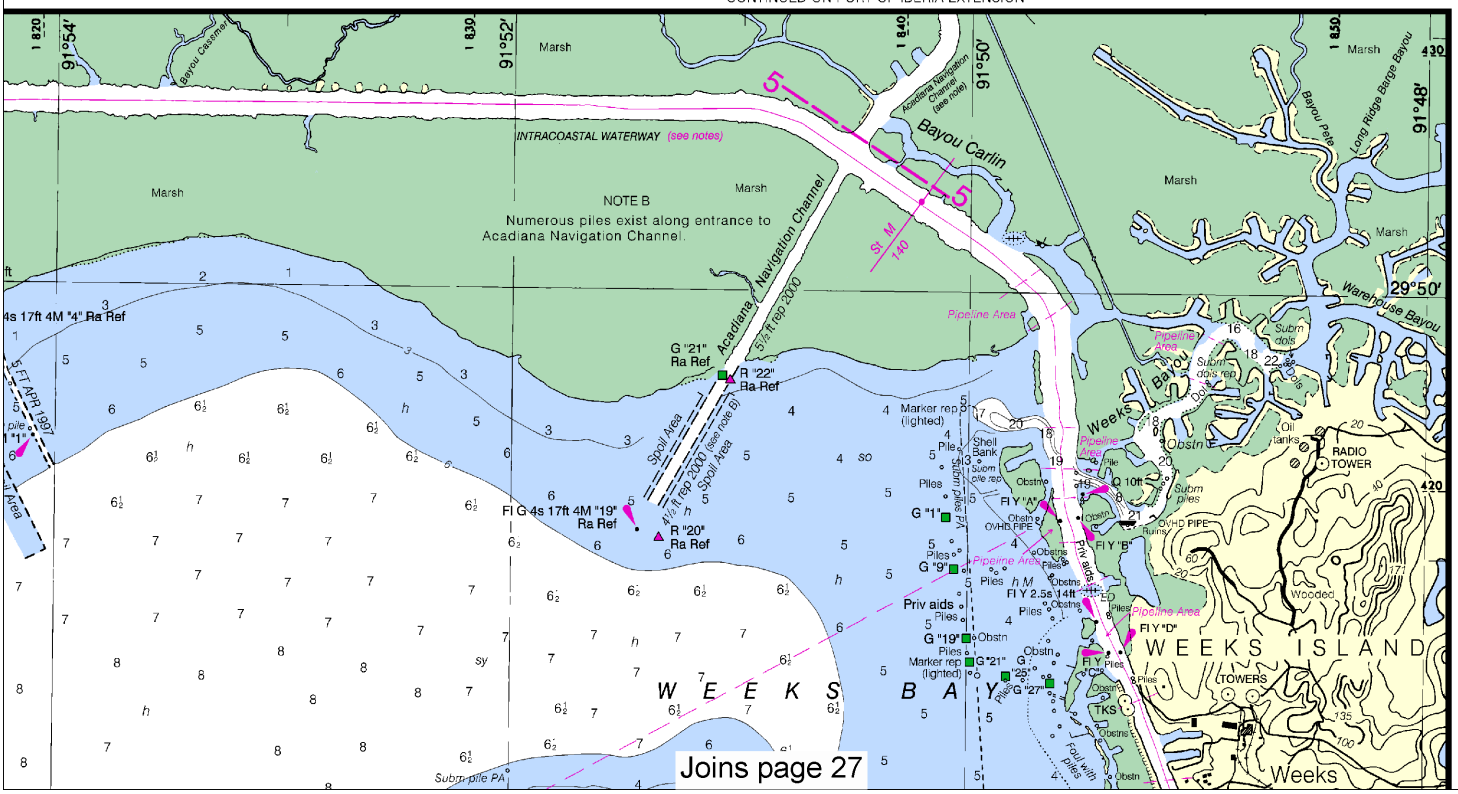
See Note on page 5.

CONTINUED ON CHART 11351

11350



CONTINUED ON PORT OF IBERIA EXTENSION



marine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

PLANE COORDINATE GRID

(based on NAD 1927)

Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

6. Maintain y... features with Joins page 16 ...lating charted surroundings.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Lower Island
Middle Island
Forked
Canal
Ditch
Marsh
Turtle Lake Island
Mud Island
Within some Fed... outer limit... limit of the... of Florida, most cas... jurisdictio... mile Excl... Unless fix... to modific...
Warren Canal
Goddard Ditch
Schooner Island
Little Prarie Ridge
MAGNETIC
VAR 1° 15 E (2012)
ANNUAL DECREASE 6'
INLAND WATERWAY
The controlling depth from Schooner Bayou Canal to Mermentau River via White Lake and Grand Lake was 4 feet.
Mar 1996
Schooner Bayou Canal
10 FT MAR 1996
SWING BRIDGE HOR CL 125 FT VERT CL 6 FT
OVHD PWR CAB AUTH CL 95 FT
OVHD PWR CAB
White Lake
Little Bear Lake
Platforms
29°48′
29°46′
29°44′
92°24′
92°22′
92°20′
92°18′
410
400
390
JOINS CHART 11348 (SIDE B)
JOINS CHART 11349
SAFETY FAIRWAY
166.200 (see note A10)
THREE NAUTICAL MILE LINE (see note X)
COLREGS DEMARCATION LINE 80.835d (see note A)
FRESHWATER BAYOU CHAN
FRESHWATER LOCK DEPTH OVER SILL 16 FT WIDTH 84 FT LENGTH 600 FT
4 FT FOR A WIDTH OF 125 FT MAY 2012
Sand Ridge
Bill Ridge
TANK
Pipeline Area

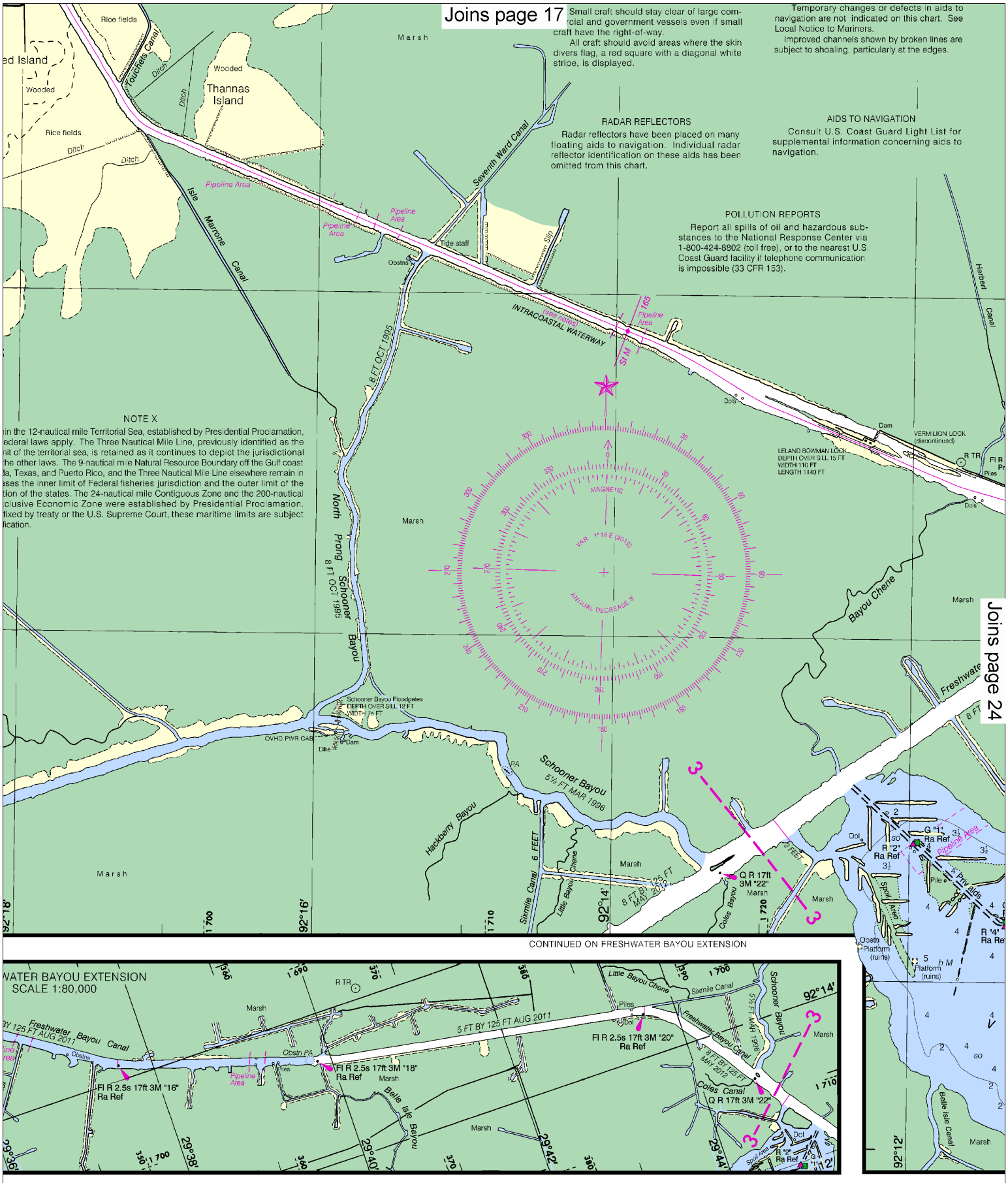
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

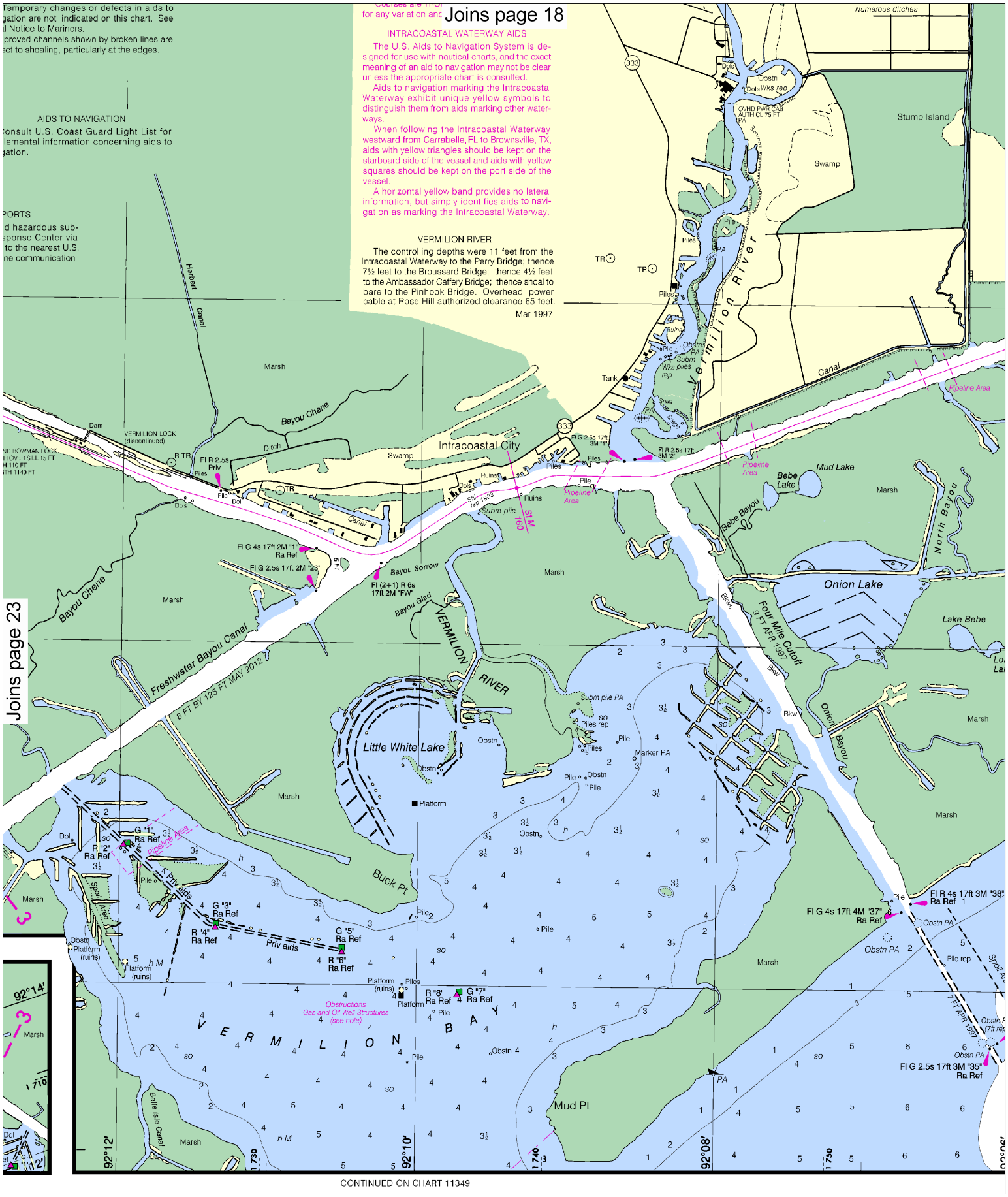
See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000


Joins page 17
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
NOTE X
in the 12-nautical mile Territorial Sea, established by Presidential Proclamation, ederal laws apply. The Three Nautical Mile Line, previously identified as the nit of the territorial sea, is retained as it continues to depict the jurisdictional he other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast la, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in ases the inner limit of Federal fisheries jurisdiction and the outer limit of the dion of the states. The 24-nautical mile Contiguous Zone and the 200-nautical clusive Economic Zone were established by Presidential Proclamation. fixed by treaty or the U.S. Supreme Court, these maritime limits are subject fication.
Rice fields
Touchets Canal
Ditch
Wooded
Thannas Island
Marsh
Seventh Ward Canal
Pipeline Area
Isle Marrone Canal
Tide staff
Obstn
Turning Slip
INTRACOASTAL WATERWAY
8 FT OCT 1995
North Prong Schooner Bayou
Schooner Bayou Floodgates
DEPTH OVER SILL 12 FT
WIDTH 75 FT
OVHD PWR CAB
Dam
Dike
Schooner Bayou
5½ FT MAP 1996
Hackberry Bayou
Sixmile Canal
6 FEET
Little Bayou Chene
Coles Bayou
8 FT BY 125 FT MAY 2012
Q R 17ft 3M "22"
LELAND BOWMAN LOCK
DEPTH OVER SILL 15 FT
WIDTH 110 FT
LENGTH 1140 FT
VERMILION LOCK (discontinued)
Herbert Canal
Bayou Chene
Freshwater
Joins page 24
CONTINUED ON FRESHWATER BAYOU EXTENSION

WATER BAYOU EXTENSION
SCALE 1:80,000
Freshwater Bayou Canal
5 FT BY 125 FT AUG 2011
Fl R 2.5s 17ft 3M "16"
Ra Ref
Fl R 2.5s 17ft 3M "18"
Ra Ref
Belle Isle Bayou
Fl R 2.5s 17ft 3M "20"
Ra Ref
Coles Canal
Q R 17ft 3M "22"
Schooner Bayou
5½ FT MAR 1996
8 FT BY 125 FT MAY 2012
Belle Isle Canal
Marsh



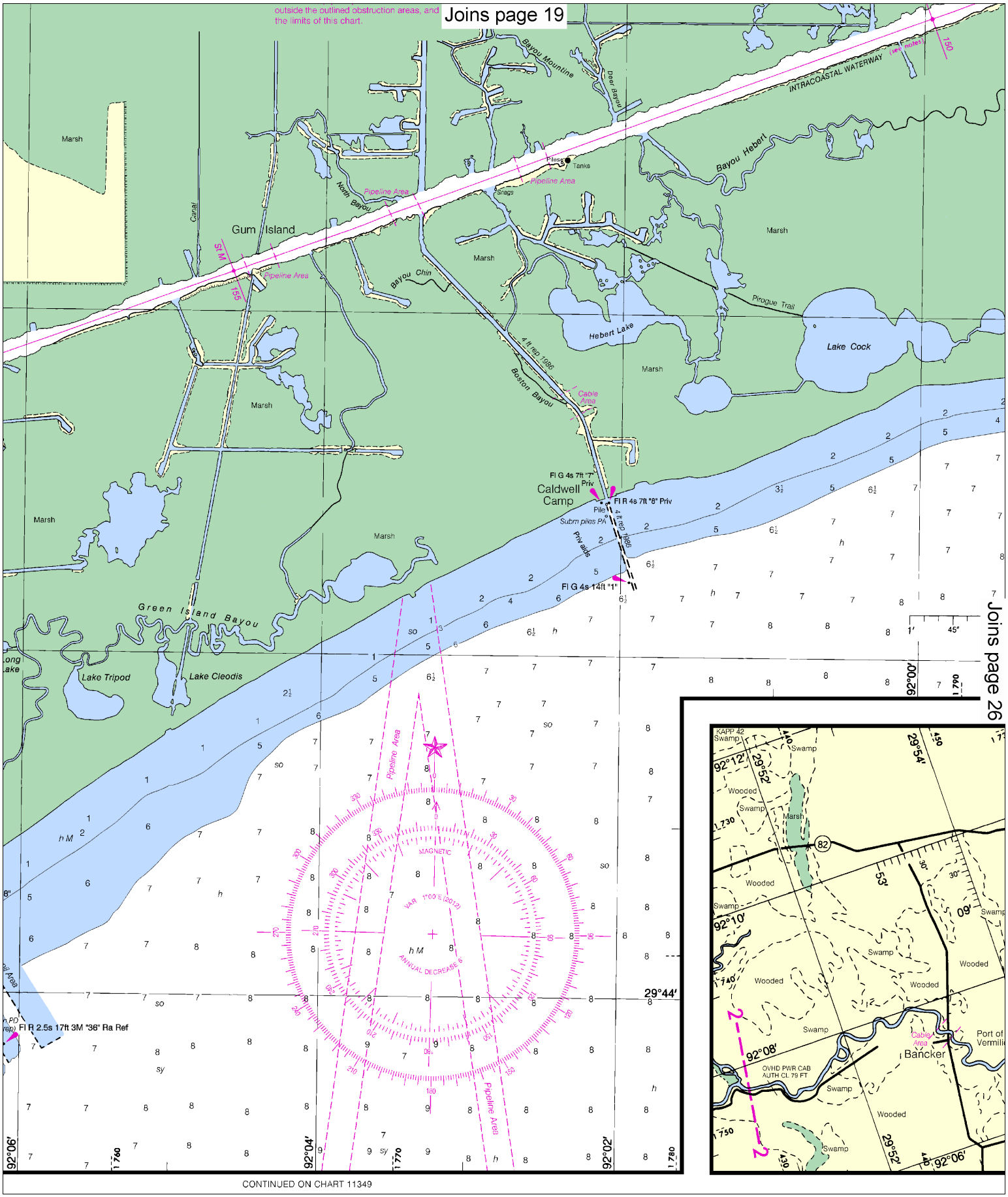
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

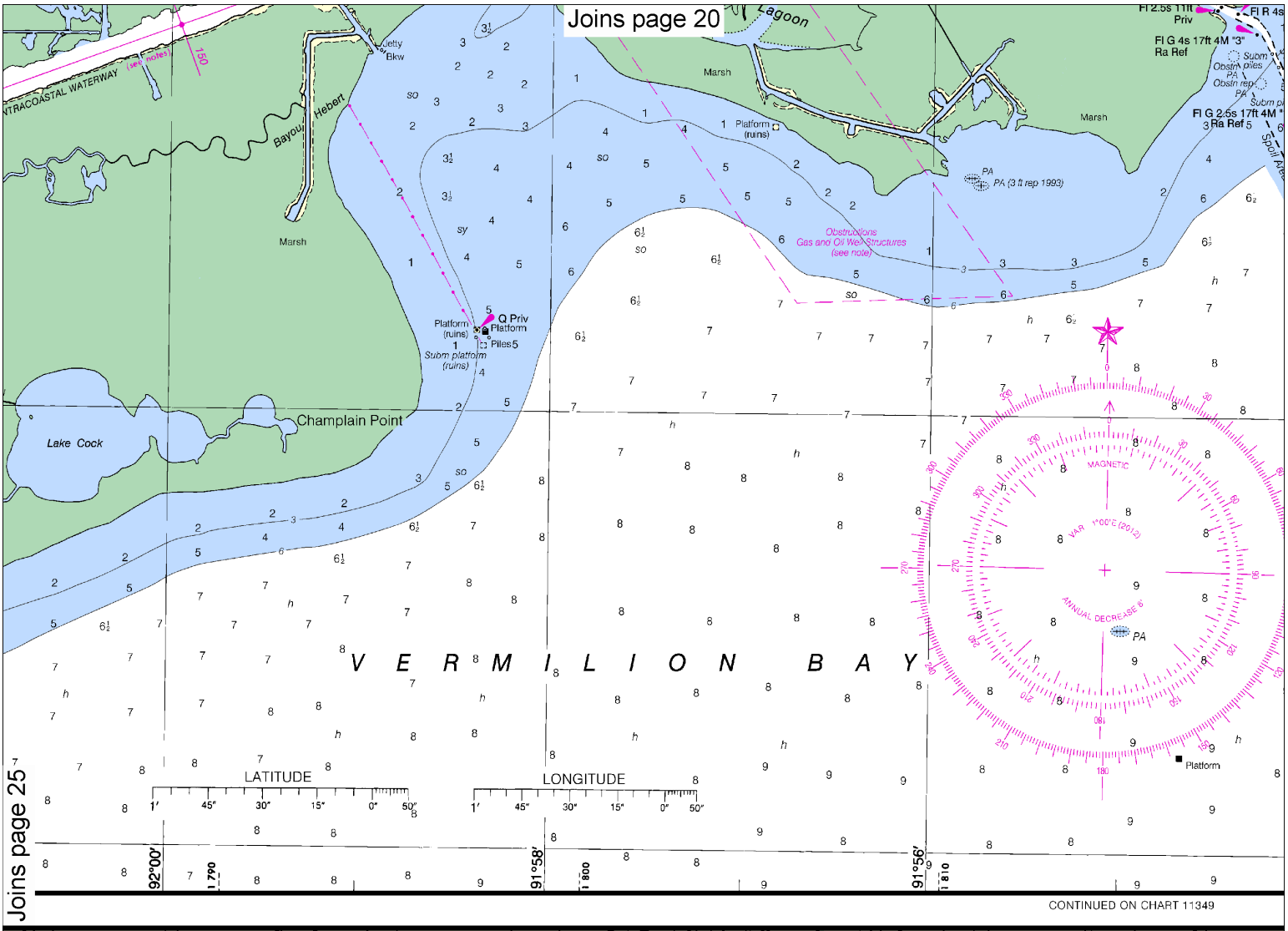
Nautical Miles: 1 ½ 0 1 2 3

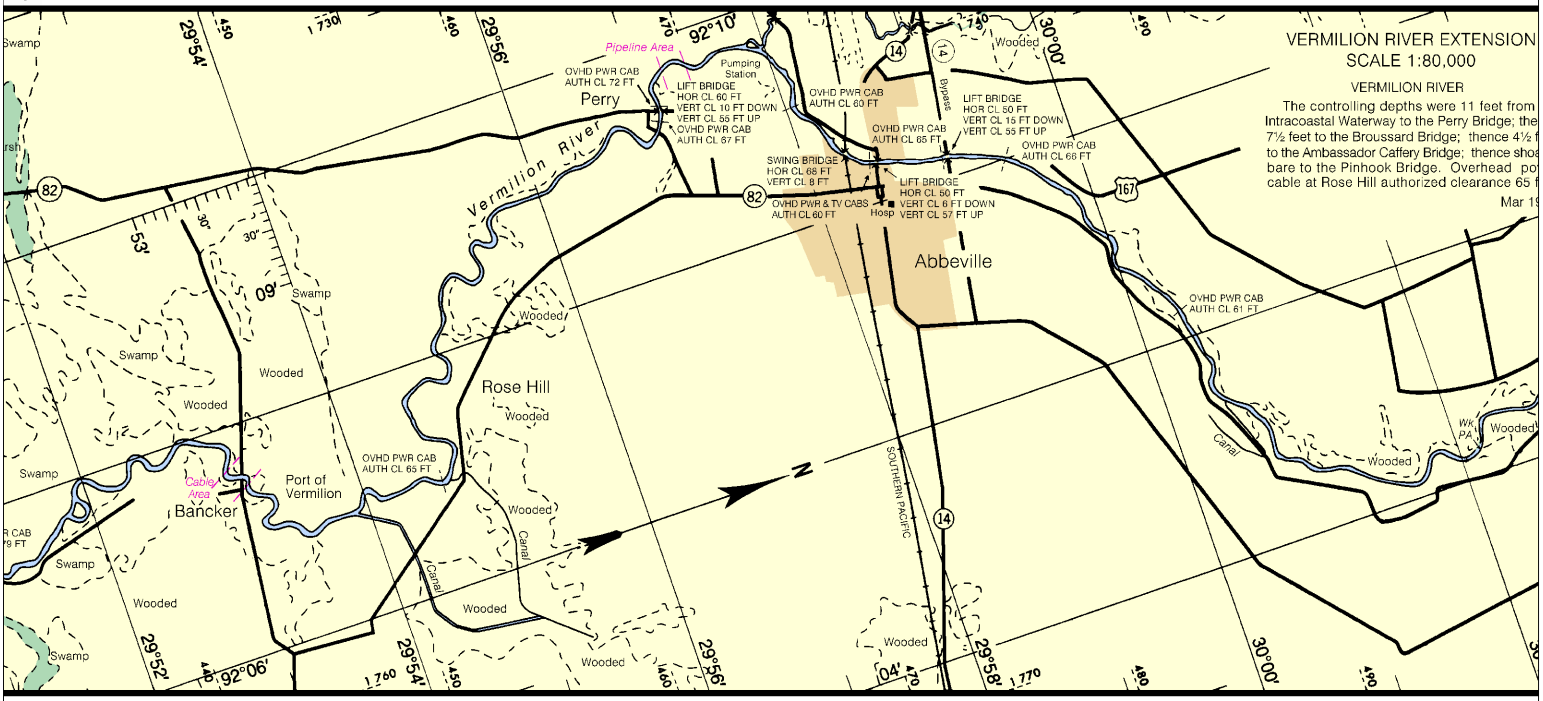
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CONTINUED ON CHART 11349





Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

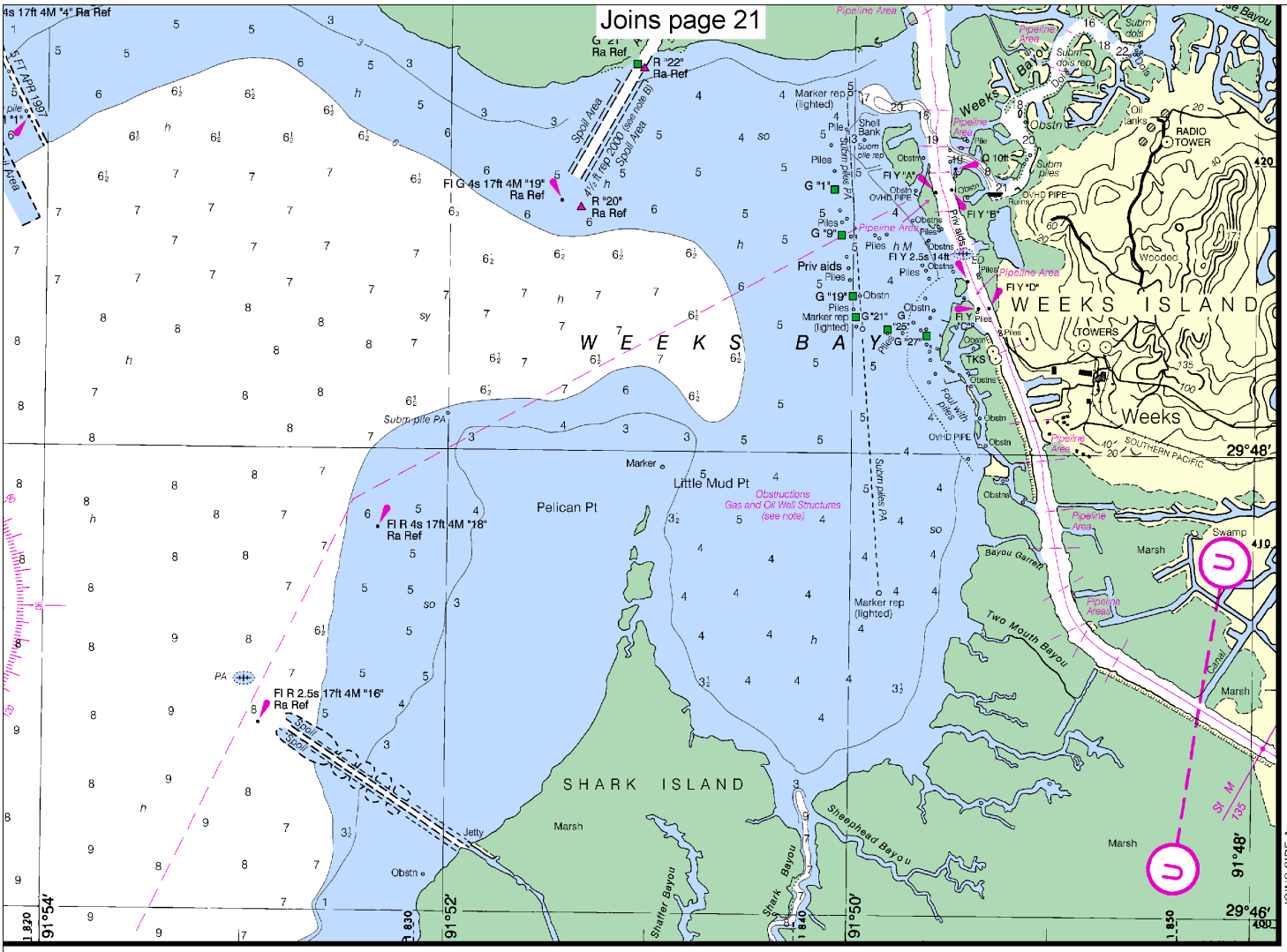
Nautical Miles

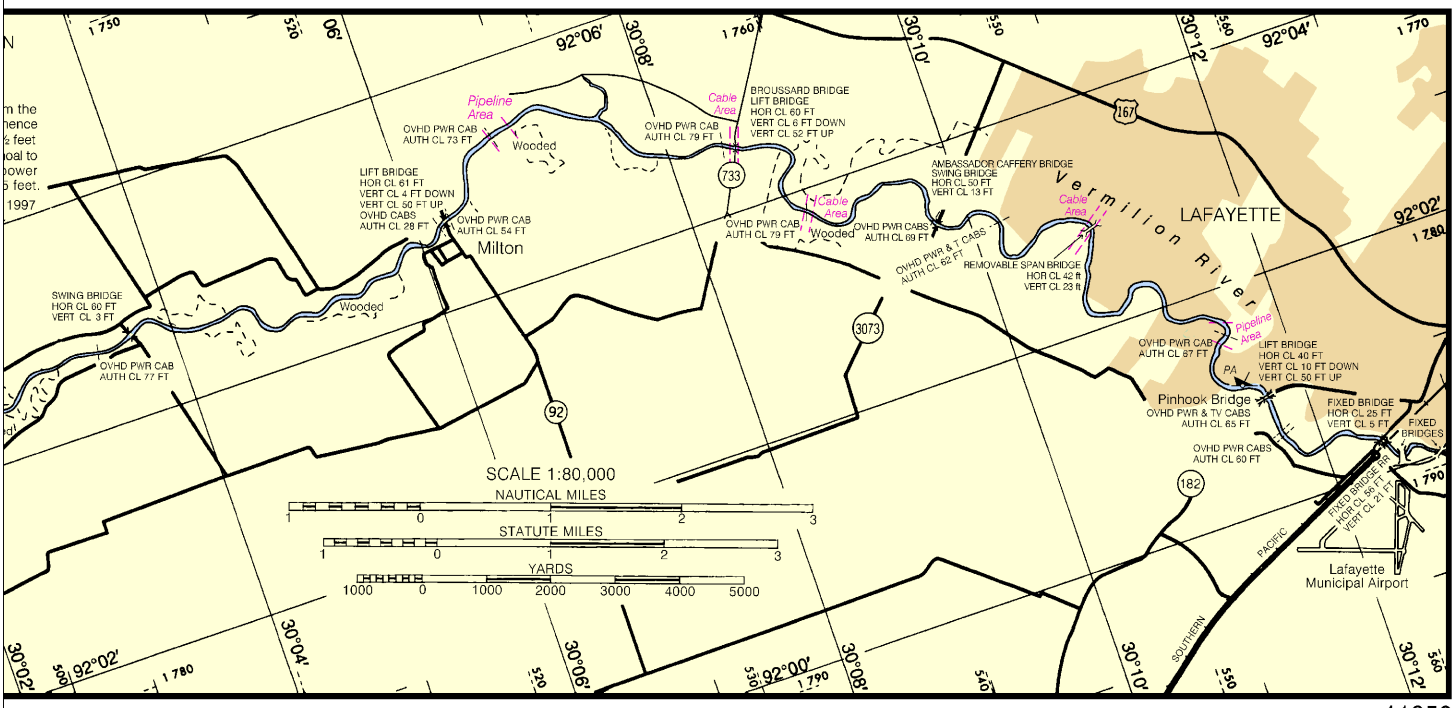
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 21
WEEKS BAY
Pelican Pt
Little Mud Pt
SHARK ISLAND
WEEKS ISLAND
Weeks
Marsh
Swamp
Bayou Garfish
Two Mouth Bayou
Sheepshead Bayou
Shark Bayou
Shatter Bayou
Pipeline Area
Fl G 4s 17ft 4M "19" Ra Ref
R "20" Ra Ref
R "22" Ra Ref
Fl R 4s 17ft 4M "16" Ra Ref
Fl R 2.5s 17ft 4M "16" Ra Ref
Fl Y 2.5s 14ft
Fl Y "A"
Fl Y "B"
Fl Y "D"
Marker rep (lighted)
Obstructions Gas and Oil Well Structures (see note)
Priv aids
Subm pile PA
Foul with piles
OVHD PIPE
RADIO TOWER
TOWERS
TKS
SOUTHERN PACIFIC
29°48'
29°46'
91°54'
91°52'
91°50'
91°48'
SIDE B
JOINS SIDE A


Milton
Lafayette
Vermilion River
BROUSSARD BRIDGE
LIFT BRIDGE
HOR CL 60 FT
VERT CL 6 FT DOWN
VERT CL 52 FT UP
AMBASSADOR CAFFERY BRIDGE
SWING BRIDGE
HOR CL 50 FT
VERT CL 13 FT
REMOVABLE SPAN BRIDGE
HOR CL 42 ft
VERT CL 23 ft
LIFT BRIDGE
HOR CL 61 FT
VERT CL 4 FT DOWN
VERT CL 50 FT UP
SWING BRIDGE
HOR CL 60 FT
VERT CL 3 FT
Pinhook Bridge
FIXED BRIDGE
HOR CL 25 FT
VERT CL 5 FT
FIXED BRIDGES
Lafayette Municipal Airport
SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
92°06'
92°04'
92°02'
92°00'
30°08'
30°10'
30°12'
30°06'
30°04'
30°02'

11350

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

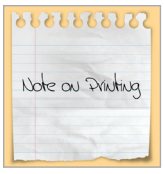
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker